



For Official use only.

## FIELD NOTES.

---

# MESOPOTAMIA.

---

GENERAL STAFF, INDIA.

*February 1915.*



atalogue No. M. 3.

SIMLA:  
PRINTED AT THE GOVERNMENT MONOTYPE PRESS,  
1915.

222(W)GGB



# CONTENTS.

## CHAPTER I.

### HISTORY.

	PAGE.
Expedition to Muhammarch . . . . .	1
Political situation--Mesopotamia . . . . .	3
Neighbouring Principalities—	
Kuwait . . . . .	5
Al Hasa . . . . .	9
Najd . . . . .	9
British Position in Persian Gulf . . . . .	11

## CHAPTER II.

### GEOGRAPHY

Boundaries . . . . .	12
Geographical features . . . . .	12
Shatt-al 'Arab . . . . .	13
'Arabistan —	
Bahmanshir River . . . . .	17
Karun River . . . . .	18
Muhammarch and other towns . . . . .	18
Basrah and Vicinity . . . . .	19
Zubair . . . . .	22
Tigris Valley . . . . .	23
Euphrates Valley . . . . .	23
Towns on the Tigris . . . . .	26
Towns on the Euphrates . . . . .	27
Baghdad . . . . .	30
North-Western Shores of Persian Gulf—	
Umm Qisr . . . . .	33
Kuwait . . . . .	35
Climate . . . . .	43

**CHAPTER III.****POPULATION.**

Inhabitants . . . . .	46
Chief towns and numbers . . . . .	47
Arab Tribes—	
Bawiyeh . . . . .	47
Ka'sab . . . . .	48
Khaza'il . . . . .	52
Lam (Bani) . . . . .	52
Malik (Bani) . . . . .	55
Muhaasin . . . . .	56
Muhammad (Al Ba) . . . . .	58
Rabi'ah (Bani) . . . . .	61
Salih (Bani) . . . . .	62
Turuf (Bani) . . . . .	62
Zubaid . . . . .	63
Language . . . . .	64
Muhammadan Religion . . . . .	64

**CHAPTER IV.****RESOURCES.**

Water . . . . .	67
Supplies—	
General . . . . .	68
Fuel . . . . .	69
Fodder . . . . .	69
Table of supplies . . . . .	69
Supplies in Arabistan . . . . .	70
Transport . . . . .	70
Trade . . . . .	72

**CHAPTER V.****MILITARY**

General . . . . .	76
Distribution of Turkish Divisions . . . . .	77

Nominal war strength . . . . .	80
Actual peace strengths . . . . .	82
Rodif . . . . .	83
Fighting qualities of Arabs . . . . .	85
Kuwait Forces . . . . .	86
Land defences of Kuwait . . . . .	87
* * Muhammarch . . . . .	90
Camping grounds—	
Muhammarch . . . . .	90
Bassrah . . . . .	91
Bandar Ma'shur . . . . .	91
Umm Qasr . . . . .	91

## CHAPTER VI.

## MATERIAL.

Turkish Naval strength . . . . .	92
River Navigation Craft . . . . .	92
Steamers on River . . . . .	92
Sailing Boats . . . . .	93
Present Distribution . . . . .	97
Navigation of Tigris . . . . .	101
Navigation of Euphrates . . . . .	101
Landing facilities—	
Bassrah—	
Anchorage . . . . .	107
Landing . . . . .	107
Wharves . . . . .	107
Harbour authorities and pilots . . . . .	108
Muhammarch—	
Anchorage . . . . .	108
Communication with shore . . . . .	108
Landing . . . . .	109

	PAGE
<i>Fao—</i>	
Anchorage . . . . .	109
Landing . . . . .	109
<i>Umm Qasr—</i>	
Anchorage . . . . .	109
Landing . . . . .	110
<i>Kuwait Bay</i> . . . . .	110
<b>CHAPTER VII.</b>	
<b>ADMINISTRATION.</b>	
General . . . . .	112
<i>Basrah Wilayat</i> . . . . .	112
<i>*Arabistan</i> . . . . .	113
<i>Eastern Shores of Gulf</i> . . . . .	115
<b>CHAPTER VIII.</b>	
<b>COMMUNICATIONS.</b>	
General . . . . .	117
<i>Lines of Advance</i> . . . . .	117
<i>*Arabistan</i> . . . . .	118
<i>Baghdad Railway</i> . . . . .	120
<i>Tramways at Baghdad</i> . . . . .	121
<i>Telegraphs</i> . . . . .	122
<i>Telephones</i> . . . . .	122
<i>Routes—</i>	
List of . . . . .	123
<b>APPENDIX A.</b>	
<i>Notes on Qatar Peninsula and Dohah</i> . . . . .	170
<b>APPENDIX B.</b>	
<i>Important Personages</i> . . . . .	181
<i>Glossary of useful terms</i> . . . . .	184
<b>APPENDIX C</b>	
<i>Weights, Measure, Currency, Chronology</i> . . . . .	189
<i>Index</i> . . . . .	195

## FIELD NOTES.

# MESOPOTAMIA.

### CHAPTER I.

#### HISTORY.

##### EXPEDITION TO MUHAMMAREH, 1857.

Cavalry (392).  
Two batteries of Artillery.  
Two British Infantry battalions.  
Two Native Infantry battalions and details.  
Total 4,887 of all ranks and 12 guns.  
Conveyed in eight transports.

Steamers—"Feroze", "Semiramis", "Assaye", "Ajdah", "Victoria".

Naval Guard  
res.

Sloops—"Clive", "Falkland", "Berenice".

Under the command of Commodore Young, R.N.

The Persian force holding Muhammared was under the command of the Shahزاد and consisted of about 13,000 men (of which about 7,000 were regular troops).

The chief defences of Muhammared were two batteries, one on each side of the entrance to the Hafer Channel from the Shatt al 'Arab, together with several minor works further up that channel on the north side.

The large north and south batteries were powerful open earthworks with casemated embrasures. The exact armament is not

known.

stated. The fifteen 12 pdr and 6 pr guns and one mortar found here when the Persians abandoned the works were probably supplemented by the field guns of the Persian army. The following is a brief summary of the British operations —

**24th March** — Steamers towing transports assembled after dark at rendezvous 3 miles below entrance to Hafar Channel. Batteries reconnoitred during night. Two islands (the "Dubbies", no longer existing in 1903) close to west bank of Shatt al Arab, examined and found unsuitable for proposed mortar battery.

**25th March** — Raft constructed and armed with two 8 inch and two 5½ inch mortars. Horses and guns of artillery, portion of cavalry and infantry transhipped into boats and small steamers in readiness for landing. During the night mortar raft towed by the 'Comet' into position under cover of Dubbie Island opposite the entrance of the Hafar Channel, being unobserved, movement not molested.

**26th March** — Mortars on raft, manned by artillery, opened fire at dawn on the north and south batteries only the 8 inch mortars proved effective. Semiramis (with "Clive" in tow) and Ajdaha moved into west channel to support mortar raft. On fire from forts al Chenin, remainder of squadron moved up east channel of Shatt al Arab and also engaged forts "Semiramis", "Clive" and "Ajdaha". Then withdrew from west channel and joined the other vessels in close attack on forts Hupp and position of Persian camp was also bombarded (afterwards discovered, with effect).

At 7.45 a.m. batteries were only able to reply from three or four guns.

Between 9 and 10 a.m. transports, with about 1,100 troops and followers, were brought up the east channel past the squadron capturing the forts fortunately without loss. Troops disembarked, covered by fire from "Feroze" and "Ajdaha" at a point on east bank of Shatt al Arab about 2,000 yards above north battery.

Landing parties from "Semiramis", "Clive", "Victoria" and "Falkland" then drove the Persians from north and south batteries.

Landing of troops completed by 1.30 p.m. Advance at once made on Persian entrenched camp. On approach of British

force Persian army retreated precipitately abandoning enormous quantities of stores. For want of sufficient cavalry British pursuit ineffective. Very few casualties among the troops. Naval casualties only 5 killed and 18 wounded. This slight loss due to the fact that all vessels engaged used trusses of compressed hay to give additional protection to the crews.

On March 28th, 300 men with 6 howitzers left Muhammaraeh at Ahwaz. On were found 8,000 o the rest of the Persians. The

enemy, being worn out and half starved owing to their hasty retreat, offered no resistance. On April 3rd the small force started back, and arrived at Muhammaraeh the same day. The force withdrew from Muhammaraeh on May 15th, 1857.

### THE POLITICAL SITUATION IN MESOPOTAMIA

The political situation in Baghdad and Mesopotamia is intimately connected with that in the Persian Gulf.

During the 19th century the British gradually built up for themselves a special position in the Persian Gulf and in Lower Mesopotamia.

Great Britain undertook and maintained single handed —

- 1 The suppression of the slave trade and piracy
- 2 The preservation of peace and the development of trade in the Persian Gulf
- 3 The opening up of the Tigris and Euphrates to navigation
- 4 The survey of the coasts and rivers and the production of navigation charts, sailing directions, etc

At the end of the 19th century the British occupied a paramount position at Baghdad and held practically a monopoly of the navigation of the Tigris. Almost the whole of the trade of these regions was in British hands. In 1910 87 per cent of the trade of the Persian still British.

Since the beginning of changes have come about, however great at Baghdad has been

stated. The sixteen 12, 9 and 6 pr guns and one mortar found here when the Persians abandoned the works were probably supplemented by the field guns of the Persian army. The following is a brief summary of the British operations —

*14th March* — Steamers towing transports assembled after dark at rendezvous 3 miles below entrance to Haifa Channel Batteries reconnoitred during night. Two islands (the ' Dub bees , no longer existing in 1903) close to west bank of Shatt al Arab examined and found unsuitable for proposed mortar battery.

*25th March* — Raft constructed and armed with two 8 inch and two 5½ inch mortars. Horses and guns of artillery, portion of cavalry and infantry transhipped into boats and small steamers in readiness for landing. During the night mortar raft towed by the ' Comet' into position under cover of Dubbee Island opposite the entrance of the Haifa Channel, being unobserved, movement not molested.

*26th March* — Mortars on raft, manned by artillery, opened fire at dawn on the north and south batteries, only the 8 inch mortars proved effective. Semiramis (with ' Clive' in tow) and Ajdaba moved into west channel to support mortar raft. On fire from forts semi-keune, remainder of squadron moved up east channel of Shatt al Arab and also engaged forts. Semiramis ' Clive' and ' Ajdaba' then withdrew from west channel and joined the other vessels in close attack on forts. Supposed position of Persian camp was also bombarded (afterwards discovered, with effect).

At 7.45 A.M. batteries were only able to reply from three or four guns.

Between 9 and 10 A.M. transports, with about 1,400 troops and followers, were brought up the east channel past the squadron engaging the forts fortunately without loss. Troops disembarked, covered by fire from "Troye" and 'Ajdaba' at a point on east bank of Shatt al Arab about 2,000 yards above north battery.

Landing parties from "Semiramis", "Clive", "Victoria" and 'Falkland' then drove the Persians from north and south batteries.

Landing of troops completed by 1.30 P.M. Advance at once made on Persian entrenched camp. On approach of British

force Persian army retreated precipitately abandoning enormous quantities of stores. For want of sufficient cavalry British pursuit ineffective. Very few casualties among the troops. Naval casualties only 5 killed and 15 wounded. This slight loss due to the fact that all vessels emerged untroubled from compressed hay to give additional protection to the crews.

On March 28th, 300 men with 6 howitzers left Muhammardzai in 3 steamers to destroy the enemy's magazines at Ahwaz. On April 1st, the howitzers silenced the enemy, who were found 8,000 strong on the right bank opposite Ahwaz, while the rest of the force entered Ahwaz, which was held by only 500 Persians. The enemy being worn out, and half disabled owing to their hasty retreat, offered no resistance. On April 3rd, the small force started back, and arrived at Muhammardzai the same day. The force withdrew from Muhammardzai on May 16th, 1857.

### THE POLITICAL SITUATION IN MESOPOTAMIA.

The political situation in Baghdad and Mesopotamia is intimately connected with that in the Persian Gulf.

During the 19th century the British gradually built up for themselves a special position in the Persian Gulf and in Lower Mesopotamia.

Great Britain undertook and maintained single handed —

- 1 The suppression of the slave trade and piracy
- 2 The preservation of peace and the development of trade in the Persian Gulf
- 3 The opening up of the Tigris and Euphrates to navigation.
- 4 The survey of the coasts and rivers and the production of navigation charts, sailing directions, etc.

At the end of the 19th century the British occupied a

the  
P.S.

Since the beginning of the 20th century, however great changes have come about—changes so great that our position at Baghdad has been seriously challenged.

Intrigues with  
Kuwait

and embark.  
rsian Gulf,  
to British  
ment had  
elf, it now  
id tried by  
many offers to induce him to accept Turkish nationality.

The Shaikh, however, stood loyally by his agreements of 1899 and 1907 with the British Government

~~Intrigues against Shaikh culminated in open use of force in April 1910, but this affair was  
of Muhammad.~~

Turkish intrigues against the Shaikh of Muhammared  
culminated in open use of force in April 1910, but this affair was  
tided over

Not content with this the Turks pursued an aggressive  
policy in the Qatar peninsula and the Trucial coast, occupied  
the island of Zakhuniyah, and even went so far as to put  
forward shadowy claims over the 'Oman peninsula, Masqat, and  
even Gwadar on the Baluchistan coast.

These intrigues were coincident with the efforts of Germany  
to strengthen her commercial position in the Persian Gulf

~~Turkish petty  
annoyances~~ nearer home the Turks seized every pretext to pick a  
quarrel with the British

- (i) The sepoy guard on the British Residency
- (ii) The presence of the R. I. M. S. "Comet" flying the  
British flag, for the special use of the Resident
- (iii) The size of the British Residency and grounds at  
Baghdad

The attitude of the Turks towards foreigners in general, and to the British in particular, underwent a very marked change in <sup>In p owerent  
To libat  
tiade 1912</sup> for the good in 1912.

The defeat of Turkey in the Balkans also greatly changed <sup>Balkan War,</sup> the political situation for the rise of a strong Balkan hegemony <sup>1912</sup> whilst it weakened Turkey in Europe also had the effect of barring to Germany the direct road to Constantinople and Turkey in Asia which rumour had it some years ago, Germany intended to colonise.

Turkey's defeat in the Balkans led to widespread lawlessness in 1912 in the Mutasif country and in Kurdistan, in which province the outbreaks were said to have been fostered by the Russians.

Another result of the weakening of the Central Government was the decline in popular favour of the Committee of Union <sup>Committee of Freedom and Accord</sup> and Progress and the founding at Baghdad, in January 1912, of a local branch of the Committee of Freedom and Accord, which was opposed to the former.

In Basrah the anti-Turkish feeling has been still more marked. In June 1913 the Turkish Commandant of Troops was assassinated by Arabs and it was feared that there would be a general Arab rising.

Disturbances continued in Basrah till March 1914, but the rising did not come to a head.

The execution of part of Sir W. Willcocks' irrigation scheme for Mesopotamia was entrusted to Sir John Jackson <sup>Irrigation in Mesopotamia</sup> and Company. The first section of this scheme, the construction of the Hindiyah barrage, was completed in 1914.

### NEIGHBOURING PRINCIPALITIES

The following short history of neighbouring tracts affords an insight into political relations of the Turks <sup>b.</sup> - <sub>hours.</sub>

#### Kuwait

Kuwait is a tract of country of an <sup>s</sup> directly administered by the S<sup>r</sup> e atly contracted obligations from Government, and thus, the latter in doing, the Turks on the other?

The family of the present Shaikh, Mubarak bin Sabah, originally dwelt in a small fort called Umm Qasr at the head of the Ikhor 'Abdullah, whence, on account of acts of piracy, they were expelled by the authorities at Basrah at the end of the seventeenth century, with the result that they moved down to Kuwait Bay.

For the succeeding two centuries, the history of Kuwait is mainly concerned with tribal alliances or feuds into which the influence of the Wahabi\* rulers from Riyadh or Hail entered from time to time, and it was not until 1871 that any direct contact with the Ottoman Empire first commenced.

In that year 'Abdullah bin Faisal, the ruler of Najd, appealed to Midhat Pasha, the Wali of Baghdad, for assistance against 'Abdullah's brother Sa'ud, who had possessed himself of Al Qadar and Qatif, then under the rule of the Amirs of Najd. Sa'ud had also, in the harbours of these localities, seized certain Kuwait ships, and had returned an evasive answer to the remonstrances of the then Shaikh of Kuwait. As a result of a conference between the Wali and the Shaikh, it was decided that they would co-operate with 'Abdullah against Sa'ud. The latter was defeated and according to the Turkish account, the Shaikh placed

and,  
with a  
con-  
dition, however, the shaikh was merely granted the title of Pasha in return for services rendered, at the same time receiving grants of land in the neighbourhood of Fao, and a grant of money which was paid regularly until 1898.

Kuwait now (1915) flies a flag of its own.

From 1871 onwards to 1897, the question of the sovereignty of Kuwait arose in various forms, mainly on the general point of the repression of piracy on the Gulf Coast by British ships.

In April 1897, Shaikh Mubarak failed in an endeavour to obtain from Turkey a recognition of independence, upon which he preferred a definite request for British protection. The British Government were at first not disposed to interfere, but in

\*A puritanical Muslim sect started by 'Abdul Wahab of Ba'ra, which spread over the Arabian desert of 'Ajd and the Hailid, and embraced the Jibat Shammar country to the north-east.

1899 action was precipitated by the report of a Russian railway concession in Kuwait with the result that certain arrangements were entered into with the Shaikh. Meanwhile, on the other hand the Shaikh had accepted the Turkish designation of Qaim Maqam \* which might perhaps be held to represent the holding of office under the Turkish Government, but this was explained as merely incidental to the possession of the Turkish property at Fao by the Shaikh.

Subsequently a more difficult question arose through the endeavour of the Turks to appoint a harbour official at Kuwait; this led to a remonstrance from the British Government, and the subsequent removal of the official by the Turks.

In the beginning of 1900, the first rumours arose as to the Baghdad railway project, and as it was reported that the German promoters would negotiate directly with the Sultan, for a concession of land in Kuwait Harbour to use as a terminus, without regard to the Shaikh, the British Government announced that, while they did not desire to interfere with the *status quo* or with the Sultan's authority in those parts, they could not, having

#### Government had certain agreements

As a result probably of this attitude no mention was made in the subsequent railway convention as to any definite terminal port, but other events during 1901 and 1902 raised the Kuwait question to a somewhat acute stage.

In 1901, the Shaikh attacked the Amur of Ajd and the latter appealed to the Ottoman Government, which thereupon manifested an intention of despatching troops to Kuwait. This was resisted by the British Government which announced its resolution to oppose by force any landing of troops in Kuwait territory.

It was within a few weeks of this incident that Mubarak

\* Head of a qadha (an administrative division of country in the Ottoman dominions).

The family of the present Shaikh, Mubarak bin Subah, originally dwelt in a small fort called Umm Qasr, at the head of the Khor 'Abdullah, whence, on account of acts of piracy, they were expelled by the authorities at Basrah at the end of the seventeenth century, with the result that they moved down to Kuwait Bay.

For the succeeding two centuries, the history of Kuwait is mainly concerned with tribal alliances or feuds into which the influence of the Wahabi\* rulers from Riyadh or Hail entered from time to time; and it was not until 1871 that any direct contact with the Ottoman Empire first commenced.

In that year 'Abdullah bin Faisal, the ruler of Najd, appealed to Midhat Pasha, the Wali of Baghdad, for assistance against 'Abdullah's brother Sa'ud, who had possessed himself of Al Qatif and Qatif, then under the rule of the Amirs of Najd. Sa'ud had also, in the harbours of these localities, seized certain Kuwait ships, and had returned an evasive answer to the remonstrances of the then Shaikh of Kuwait. As a result of a conference

Kuwait now (1915) flies a flag of its own.

From 1871 onwards to 1897, the question of the sovereignty of Kuwait arose in various forms, mainly on the general point of the repression of piracy on the Gulf Coast by British ships.

To April 1900. Cf. - \* \* \* \* \*

---

\*A puritanical Moslem sect started by 'Abdul Wahab of Basrah which spread over the Arabian desert of Najd and the Nafud, and embraced the Jabal Shammar country to the north-east.

1899 action was precipitated by the report of a Russian railway concession in Kuwait with the result that certain arrangements were entered into with the Shaikh. Meanwhile, on the other hand, the Shaikh had accepted the Turkish designation of Qaim Maqam,\* which might perhaps be held to represent the holding of office under the Turkish Government, but this was explained as merely incidental to the possession of the Turkish property at Fao by the Shaikh.

Subsequently a more difficult question arose through the endeavour of the Turks to appoint a harbour official at Kuwait; this led to a remonstrance from the British Government, and the subsequent removal of the official by the Turks.

In the beginning of 1900, the first rumours arose as to the Baghdad railway project, and as it was reported that the German promoters would negotiate directly with the Sultan, for a concession of land in Kuwait Harbour to use as a terminus, without regard to the Shaikh, the British Government announced that, while they did not desire to interfere with the *status quo* or with the Sultan's authority in those parts, they could not, having

Government had certain agreements.

As a result probably of this attitude no mention was made in the subsequent railway convention as to any definite terminal port, but other events during 1901 and 1902 raised the Kuwait question to a somewhat acute stage.

In 1901, the Shaikh attacked the Amir of Nadjd and the latter appealed to the Ottoman Government, which thereupon manifested an intention of despatching troops to Kuwait. This was resisted by the British Government which announced its resolution to oppose by force any landing of troops in Kuwait territory.

It was within a few weeks of this incident that Mubarak

---

\* Head of a qadha (administrative division of country in the Ottoman dominions).

the other members of the committee.

as

ye

at

advanced towards Kuwait town, whereupon a provisional scheme  
was drawn up by the Senior Naval Officer, in

Island.

question is now regarded by His Majesty's Government, was

anxious to disturb the *status quo* in the Persian Gulf. To a great

maintaining his position are fulfilled."

In 1914 this and other points of variance were on the point of being amicably settled.

### *Al Hasa*

South of Kuwait we come to the so-called "Turkish" province of Al Hasa. This comprises the fertile district of Al Hasa proper with its port of 'Oqair, the coast town and district of Qatif and the fortified port of Al Buia (Dohah) on the eastern shore of the Qatar peninsula. It thus stretches from Kuwait south-east toward the country of the trucial Chiefs, and inland to the frontiers of Najd, and is often all described by the name of Al Hasa.

It is only some 30 years since the Turks first obtained a footing in these parts. Up to 1871 the country was under the rule of the Wahabs but in that year one of the Wahabi princes involved the assistance of the Turks in a family quarrel, and since then the districts of Qatif and Al Hasa have never been without a Turkish garrison. In 1886 the troops quartered in the province only amounted to about 200 men; since then the number gradually increased to 3,000 but was then reduced to 1,000 and in 1914 all except a small garrison at Dohah were evicted by Ibn Sa'ud.

### *Najd*

Najd was, during the early part of the 18th century, the centre of the extensive Wahabi empire, which extended from Mecca to near Baghdad.

become resolved into two main areas of influence, i.e., that centering round Hail to the north, and that tentatively round Riyadh to the south. At Hail the ruling power is the Banian dynasty of Ibn Rashid, at Riyadh the original Wahabid dynasty of Ibn Sa'ud is predominant.

Though, from the fact that they have at various periods undertaken military movements into these regions, the Turks

profess to regard both the ruling Amirs as tributary to the Ottoman authority at Pusrah there is no doubt that whatever vestige of Turkish authority there may have been at any time has now completely disappeared and that both states enjoy an altogether independent status.

The first appearance of the Turks was in 1818, when

The next incident occurred in 1871, when as already related, Midhat Pashu, the Wali of Bagdad, supported one of the claimants to the Imaute, and obtained possession of the province of Al Hasa, which at that time belonged to the Wahabi power.

occupation of various points between Hail and Riyadh. Garrison were left in Qasim Annazah and Buraidah, and the Turks proceeded to divide the country into administrative districts. The troops, however, were left uncared for, with the result that they gradually dwindled away, and towards the end of 1900 all had disappeared.

In the circumstances, therefore, it does not appear that the claim of the Turks to have established effective sovereignty, or even a protectorate, over Central Arabia could be substantiated, on the contrary, it would seem that, in accordance with facts the whole of this locality should be regarded as still independent of their authority.

Between 1908 and the present date intermittent fighting has proceeded between the followers of the two rival Amirs. Rumours arose during 1910 that the Ottoman Government intended

was in

Other rur

allyed wit

encroachment.

In 1913 Bin Si'ud rose in rebellion against the Turks, and summarily evicted all Turkish officials and all troops from



profess to regard both the ruling Amirs as tributary to the Ottoman authority at Risch there is no doubt that whatever vestige of Turkish authority there may have been at any time has now completely disappeared and that both states enjoy an altogether independent status.

The first appearance of the Turks was in 1818, when Muhammad Ali from Egypt came under instructions from the Porte undertook a successful expedition against the Wahabi power. His garrisons remained there until 1831, when they were driven from the country.

In 1889, and again in 1904-05, between which periods the two rival Amirs were struggling for supremacy, the Turks despatched troops to the assistance of Ibn Rashid, the Shammar ruler, and on the latter occasion Turkish troops remained in occupation of various points between Hail and Rijadh. Garrisons were left in Qasim, Anzah and Bucudh and the Turks proceeded to divide the country into administrative districts. The troops however were left uncared for, with the result that they gradually dwindled away and towards the end of 1906 all had disappeared.

independent of their authority

Between 1908 and the present date intermittent fighting has proceeded between the followers of the two rival Amirs. Rumours arose during 1910 that the Ottoman Government intended again to interfere in Najd affairs, and that Ibn Rashid was in receipt of a subsidy from the Turkish authorities. Other rumours state that both Ibn Rashid and Bin Sa'ud are allied with the Shaikh of Kuwait to resist any Ottoman encroachment.

In 1913 Bin Sa'ud rose in rebellion against the Turks, and summarily evicted all Turkish officials and all troops from



## CHAPTER II GEOGRAPHY.

*Boundaries* — The tract of country to be dealt with in this report comprises the locality commonly known as Mesopotamia.

Mesopotamia as a whole is the lowland portion of the basin of the ancient Asiatic rivers Euphrates and Tigris, in contradistinction to the Armenian and Kurdistan hill country, which forms the high lying portion of the basin, the dividing line between the two being found in the neighbourhood of Durbek. Mesopotamia itself can again be subdivided into Upper and Lower Mesopotamia, the former, *Al Jazirah* (the island between two

The eastern boundary is the Turco-Persian frontier, which was demarcated in 1874. The approximate line, emerging from the watershed of a belt of high mountains east of Laghdad runs along the foothills about 40 miles east of the Tigris to a little west of Muhammadiyah, where it joins the Shatt al 'Arab.

As regards the country on the west, we have the Arabian tableland, rising very gradually from the lowland, Fuphrates country and without any definite line of demarcation between the authority of the Turkish Government and the spheres of the various independent or semi-independent Arab tribes and chief tama.

*Geographical features* — Between this western desert table land, rising to 1,000 feet at about 100 miles from the Fuphrates, and the Persian hills on the east, nowhere is the country more than 100 feet above sea level, and the whole Mesopotamian zone may be regarded as a northern extension of the Persian Gulf, which at one time probably reached almost to the Medi-



## CHAPTER II GEOGRAPHY

*Boundaries* — The tract of country to be dealt with in this report comprises the locality commonly known as Mesopotamia.

Mesopotamia as a whole is the lowland portion of the basin of the ancient Asiatic rivers Euphrates and Tigris in contradistinction to the Armenian and Kurdistan hill country, which

The eastern boundary is the Tigris-Persian frontier, which was demarcated in 1914. The approximate line, emerging from the watershed of a belt of high mountains east of Laghdal runs along the foothills about 40 miles east of the Tigris to a little west of Muhammara, where it joins the Shatt al 'Arab.

As regards the country on the west, we have the Arabian tableland rising very gradually from the lowland Euphrates country and without any definite line of demarcation between the authority of the Turkish Government and the spheres of the various independent or semi-independent Arab tribes and chief tains.

*Geographical features* — Between this western desert table land, rising to 1,000 feet at about 100 miles from the Euphrates, and the Persian hills on the east, nowhere is the country more than 100 feet above sea level, and the whole Mesopotamian zone may be regarded as a northern extension of the Persian



From the mouth to a point about eight miles above Mukrem which it forms the Turco-Persian boundary.

It is a fine river, 3½ miles wide at the mouth, and navigable as far as Basr h, by any vessels that can cross the bar at the entrance. The land is very low on both sides of the entrance, but differs much in appearance, that on the western side being flat and thickly covered with date trees, that on the Persian side being on the other hand comparatively bare, and barren for several miles up the river.

There are two channels leading into the river entrance, the eastern or Khor al Amra, and the western Khor al Kaska. The latter is the principal channel, and is the one used by steam vessels; it runs between two large banks and across broad flats which form the bar already alluded to. To cross the bar vessels drawing more than 13 feet must wait for the flood. At high spring tide (highest tides are night tide in winter, day tide in summer) a vessel of 20 to 22 feet draught can enter, at neaps the draught is 18. As the mud is very soft, powerful steam vessels are often forced through a foot or more of it, and vessels load to the actual depth available at the bar.

A later examination, however, of the bar, conducted in 1911, under the direction of the Commander in Chief, East India Squadron, indicates that at a moderate outlay of money the bar could be dredged so as to admit of the passage of vessels drawing up to 25 or 26 feet.

Fao.—The bar is about 2 miles from Ras al-Bisha, the westernmost point of the entrance, and 3½ miles above Ras al-Bisha is Fao, a village of about 400 inhabitants, and the late terminal station of the Turkish land telegraph line, connecting with the British cable (Iodo-European) to Bushire and India.

Fao has a rough stone landing jetty, with deep water a few yards from the outer end.

There is a mud fort at Fao and in the neighbourhood, about 6,400 yards south-east of the telegraph station, is also an uncompleted brick work. This is closed work in the shape of a blunt-edged polygon (but nearly rectangular) facing approximately south-east. It is now in ruins and overgrown with reeds (see also page 133).

Having entered the river, the banks are very low on both sides the entire distance to Basrah, and are intersected by

numerous irrigation canals, the country is often under water except for small raised banks between the plantations. The belt of land near the river is very deeply fertile and produces dates, vegetables and grain. This bank extends from half a mile to 2 miles from the river bank, beyond is waste country or swamp. Large herds of cattle roam along the banks of the river.

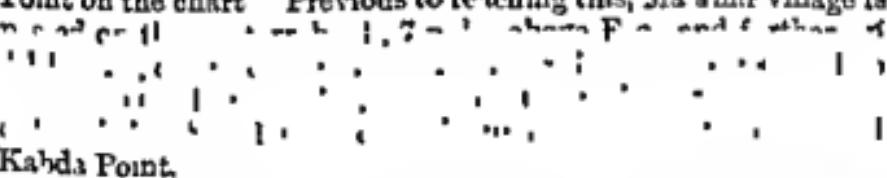
On the side of the water is fresh and fit for drinking except in the autumn, then the water is low and slightly brackish. Ten miles above Fao it is always fresh at low water.

A landing anywhere near Fao is difficult, as the soil is soft alluvial mud. (See also page 109.)

Considered as a possible site for a railway terminus, Fao, which lies inside the bar at the mouth of the Shatt al 'Arab, has all the disadvantages and none of the commercial advantages of Basrah.

The land on the eastern bank as far as Muhammreh is known as 'Abbadan island, being separated from the mainland by the Bahmanshir river, which runs from the Karun river at Muhammreh into the Gulf east of the Shatt al 'Arab.

*Fao to Kabda Point*—Kabda Point is the long rounded point on the west bank opposite to and about  $2\frac{1}{2}$  miles above Shallaki Point on the chart. Previous to reaching this, Ma'smir village is



Kabda Point.

*Kabda Point to Hafar channel (Karun river)*—In this reach there is shoal water around Dawasir island, and some diffi-

culties in to within a distance of  $1\frac{1}{2}$  miles. The refining works of the Anglo Persian Oil Company are situated on 'Abbadan Island.

On the western bank above Al Khast point is the village of Saha, with a custom house; from here on to the Hafar channel the country is open and devoid of plantations.

From 400 to 1,600 yards south of the entrance of the Hafar channel, which leads to Muhammreh and the Karun river on the

Persian side the ship channel of the Shatt al 'Arab is obstructed by a bar which occasionally between February and June, affords a very low depth of water

*Safir Channel to Basrah*—From abreast of this channel the navigation space of the river is obstructed by the low grassy Dibba island, 4½ miles long and occupying three fourths of the river width. Opposite the southern end of this island is the village of Mutawa, and thence for 18 miles up to Bistah there is deep water, and from here date groves line both banks of the river.

On the left bank is part of the Muhammaraeh district, and part of the Basrah Qadisiyah. The margin of the river is covered by a practically continuous line of date groves, having a depth inland of from 1 to 2 miles. East of the date groves is a flat low-lying alluvial plain usually called desert, but it is fairly well-watered and converts to a great extent of grass or cultivable land. Infantry could march from Muhammaraeh to a point opposite Basrah by keeping 2 or 3 miles inland from the bank of the Shatt al Arab. The Shatt al Arab would then have to be crossed to reach Basrah. Two streams and several muddy creeks would have to be crossed.

The right or western bank of the river —The margin of the river is covered by a practically continuous line of date groves having a depth inland of from  $\frac{1}{2}$  to 2 miles. There are some deep muddy creeks some of which extend inland for a considerable distance from the river Shatt al 'Arab. There is a ten foot tide in the lower Shatt al 'Arab, which fills these creeks and probably any inland marshes but exact information regarding these marshes is not available. West of the date groves the

firm and good. The northern part of the Kbor is surrounded partly by a marshy plain much intersected by creeks, and partly by an alluvial plain which is liable to inundation.

### 'ARABISTAN

Northern 'Arabistan consists of the alluvial plains of the rivers Karun, Diz, and Karkheh. The country is for the most part flat, though a few low ranges of hills exist.

Southern 'Arabistan, with the exception of the range of hills through which the Karun forces a passage at Abwaz, consists of level open plains mostly barren and thinly sprinkled with desert scrub. Some parts are grassy and cultivated. Near the coast the country is liable to inundation.

*Bahmanshir River*—From the eastern channel of the Shatt-al 'Arab, the Khor al Amaya the Bahmanshir river is reached. This river forms, with the Shatt el 'Arab, the island of 'Abbadan, extending to Muhammarch, where the Bahmanshir joins the Karun river.

The Khor al Amaya channel is tortuous and shallow until near the Bahmanshir mouth, but vessels drawing 7 feet can

for vessels drawing not more than 7 feet far about 30 miles from the mouth. Its width near the mouth, is 600 to 800 yards, but in the northern half of the river in some places it is only 300 yards across.

The banks near the mouth are sloping and of soft mud, covered with coarse grass above high water mark, a few miles further up the banks are harder and steeper. At about 22 miles from the mouth, villages and date gardens commence, and line the banks almost all the way up to the junction with the Karun.

The northern part of the river for about 15 miles is very shallow, some of the mud banks drying almost across the channel at low water, the R.I.M. steamer "Comet," drawing 3 feet, grounded twice in 1899 misteaming up.

Karun river—The entrance to the Karun river from the Shatt al 'Arab is by the Hafar Channel, 45 miles up stream. This channel, for all practical purposes, forms the connecting link between the Karun and the Gulf, for the Bahmanshir, the original mouth (vide page 17) is not generally favourable for navigation.

The length of the Hafar Channel is 2 miles, width 400 yards, and depth 18 to 24 feet.

From Muhammarch to Ahwaz, a distance of 117 miles, the Karun is navigable for vessels of 2½ feet draught from August to November, and for vessels of 4½ to 5 feet draught when the river is high.

To Ahwaz the width averages 400 yards, the channel being tortuous. The strength of the current varies from 2 to 5 knots according to season. Just below Ahwaz there are rapids for 1½ miles, here cargo is generally transported from steamers to others above the rapids but Messrs Lynch's "Shushan" can effect the passage of these rapids.

The Karun is the sole navigable river of South Persia, and forms the approach to valuable provinces, there is some importance, therefore, to be attached to this river as a trade route.

(As a line of advance see page 107.)

Muhammarch—This town is situated in Persian territory, on the north (right) bank of the Hafar Channel, about one mile from the Shatt al Arab and 46 miles from the Persian Gulf by that river.

of the Karun river are lined with a thick belt of date palms.

The Shaikh of Muhammarch's palace is about 4 miles up the Shatt al 'Arab just above Fadiyeh, and stands on the water's edge. It is protected in rear by a deep canal.

Muhammarch is 4 days by steamer from Karachi.

The population of Muhammarch amounts to 23,000, and that of the neighbouring district of Fallahiyeh to 45,000. 'Arabutan

is potentially one of the richest provinces of Persia, but the country lacks the population necessary to develop its great agricultural resources. Thousands of acres could be put under cultivation in the neighbourhood of Muhammarch alone. Even with the lack of development of natural resources, the trade of Muhammarch is by no means inconsiderable, and has much increased recently owing to the disturbances on the Bushire-Shiraz road. The imports rose from 261,830<sup>l</sup>, in 1909, to 916,910<sup>l</sup> in 1910, the bulk of the goods received being material for the Anglo-Persian Oil Company, which works in the Karun valley. The exports (opium, tobacco and dates) have also increased, but the wheat crop has gone down owing to the failure of the crops in two successive years, this having also happened in the neighbouring valleys of Mesopotamia.

Aheraz is a village of 3,000 inhabitants, standing upon the left bank of the Karun at a point where the bank is high. Behind the village is a desert, and at the north end on an elevated salient of the river is a ruined fort in a strong position. In 1913 a wall round the town was being built.

Shushtar stands on elevated ground, between two branches of the Karun river. The citadel is situated on a sandstone cliff overhanging the Shatart, where that river bends due south. It

has to be crossed.

Dizful is situated on the left bank of the Ah-i-Diz, where the bank falls away towards the river in conglomerate cliffs 100 feet high. The town extends 1½ miles along the river and is ½ of a mile deep. The houses are closely packed, many two-storied of brick: the streets are narrow and crooked. The outskirts of

there is  
enclo.  
1 is an

Neither Dizful nor Shushtar has any defences against assault.

#### BUSRAH AND VICINITY.

*Description of Town.*—The town of Busrah occupies an important position as the trade-gate of Mesopotamia and a portion

of Western Persia, and as the port of transhipment from ocean

15 to 20 tons. There is not room for two vessels abreast, but any number can lie up and down the river, which is here 600 yards across.

The actual town itself lies 2 miles from the river on a narrow creek, the Nahr al 'Ashar, along which a very fair carriage road

The population, including suburbs, numbers 40,000, mostly composed of sedentary Arabs. There are some Europeans and Indians, about 3,000 Persians and 1,000 Jews.

the Robat. They are both higher up stream than the 'Ashar. The latter is crossed by a bridge, the other in the middle of the river. Grain is brought up the creek in small boats. The distance from the river to the creek is about 100 yards, and the creek ends at the Robat on the other bank.

All the European houses are on the river bank, or a short distance up the 'Ashar creek, while near the mouth of the creek

are the old Turkish dockyard and arsenal, custom house, Government *bawal*, British Consulate and Turkish Commodore's house. The only places of importance on the left bank are the quarantine station and the naval hospital, with a small landing pier.

Beyond is Gardilan, a collection of mud huts.

*Storehouses.*--There are no store depots. Besides sleds the bottom storeys of the European houses along the river front could be utilized. These houses are two storied and of brick. There is no stone in the country.

*Surrounding country and communications*--The country surrounding Basrah is quite flat everywhere, and any military landing could easily be covered by the fire of ships stationed in the river. No suitable position offers for the defence of the town, but the deep muddy canals in the vicinity would greatly impede the movement of troops.

From the river to the town there is only the one made road running along the south bank of the 'Ashar creek, the other tracks are almost impassable in wet weather.

The natural means for further movement north are by the Tigris, less favourable alternative routes offer by the caravan route along the edge of the desert to Suq ash Shuyukh, and Nasiriyah, or by the Euphrates from Suq ash Shuyukh or Qurnah.

A carriage road leads to Gurmat 'Ah, but no movement is practicable off this road, and thence north the country is a mass of swamp to 'Amarah.

The river routes are fully described in Chapters VI and VIII (see pages 101, 104 and 130). As regards the land route to Suq ash Shuyukh, this is a good open desert track passable for all arms either via Zubair, (the better route), or direct to Khamisiyah. To reach Khamisiyah would take 7 days via Zubair, 2 days onwards to Nasiriyah. Supplies scarce but water plentiful. (For further details see Route No 5 B, page 145.)

South, several routes lead to Kuwait, that via Zubair, and Umm Qasr being the best [see pages 125 and 129].

*North of Basrah*, up to and beyond Qurnah, nearly the whole country is marshy, liable to inundation, and quite unsuitable for the movement of troops. There are, however, several tracks through these shallow marshes by which local

Arabs, on foot and lightly equipped, could find their way down to Basrah, unaccompanied by transport and impediments.

**Zubair**—This town, the site of old Basrah, stands in the desert 9 miles to the south west of the modern Basrah, and forms the first stage on the route from Basrah to Kuwait or Najd.

Around the town, which is walled, the country is entirely barren except to the south east, on which side a scattered series of lucerne and melon fields, hedged with tamarisks, extends to a distance of 3 miles, this tract is called Dirhamiyah, and the drinking water of the town is supplied by its wells. Five miles to the north west of Zubair is Shaiba, a property belonging to the hereditary Shaikh of Zubair.

Shaiba has abundant good water from wells. It has five or six large fortified houses or serais belonging to wealthy people of Zubair who come here in the summer.

The population is about 6,000, and virtually all are Sunni.

weather in quest of a drier atmosphere, and some important families of Central Arabian origin are also located here.

Zubair is a market town for the surrounding Bedouin tribes.



road. There is a through route, avoiding the main water difficulties, by Diwaniyah and Samawah to Suq-ash Shuyukh, and thence to Basrah, the marshy tract which prevents this place being reached by the Tigris valley being skirted by moving along the edge of the desert. Samawah can also be reached in a more roundabout manner, via Karbala and Nasaf.

The general nature of the Babylonian plain, which occurs between the two rivers, has already been all

of fine sandy gravel offers a good surface for movement.

*General nature of the country on the river banks*—From the Hindiyah barrage to the end of the Shnafiyah Lake there is continuous cultivation on both banks, and the traveller is never out of sight of many date groves. Where the banks are high, wheat and barley are grown, and lower down there is an enormous area of rice cultivation, which is far more profitable than winter crops which are ruined by floods every second or third year. In the direction of Diwaniyah also there were large areas under cultivation, but owing to the drying up of the Hillah branch of the river, many have ceased to exist. The completion (1914) of the new Hindiyah Barrage (*q.v.* below) will, no doubt, remedy this. It is said that the lands on the Euphrates round about Hillah used to pay a revenue of about £1 57,000 a year, whereas they now pay practically

From Samawah to Nasriyah cultivation is scattered, but taken as a whole fairly extensive; irrigation is done by water lift, except close to Nasriyah, where rice cultivation begins.

From Nasriyah to beyond Suq ash-Shuyukh is a long succession of gardens and cultivation, and the country appears incom-



## TOWNS ON THE TIGRIS

(See also route report's page 123 *et seq.*)

*Shatrat al 'Amarah* — (Qal at Salih) 500 houses and occasional stop; 1<sup>g</sup> place for steamers Telegraph office

The Christian sect of Sabians have their principal location at 'Amarah. The two towns, Kut al Amarah and 'Amarah are the principal places between Baghdad and Basrah.

Caravan routes lead to Baghdad and Mardin, from Badrah on the latter route, a difficult hill track crosses over to Kermanshah in Persia

obtained from springs in the river bed

Some further details regarding these towns will be found in Route (river) Report No 4 (See page 130)

## TOWNS ON OR NEAR THE EUPHRATES

(See also Routa reports, page 123 *et seq.*)

*Curmali* — A large village built on high ground in the marshes connected with the Tigris by a large water channel and with Basrah by a carriage road through marshes and date groves. The country on either side of this road is not passable for traps. To the north west are reed covered swamps with many small villages standing like towers out of the water. To the west is the *Lhor* or open water.

*Suq ash Shuyukh* — An important town situated for the most part on the right bank of the Euphrates. It derives its name from the fact that the desert tribes resort to it for trade.

The town has numerous fruit gardens, and its date plantations extend up the left bank of the Euphrates till they meet those of Nasiriyah, the neighbourhood unfortunately, is marshy and the climate unhealthy. The Euphrates is spanned at the town by a bridge of about 12 pontoons, the number of which is increased to 15 or 16 when the river rises.

The population of Suq ash Shuyukh amounts to about 12,000 souls, about three fourths of whom are Shi'ahs, but it includes 700 Sabians and 300 Jews. The religious head of the Sabians lives here, the community, who have a small primary school for their children are mostly goldsmiths, blacksmiths and builders of *Mashhus* canoes, they inhabit a quarter on the left bank of the river which is connected with the main town by the bridge of boats.

There are over 200 shops at Suq ash Shuyukh, but, except with the Arab tribes, there is no considerable trade.



*Nasiriyah* — Nasiriyah is a comparatively modern town of some 10,000 inhabitants founded on the left bank of the Euphrates, about 10 miles from Suq ash Shuyukh, by Nasir Pasha chief of the Muntafiq Arabs, to perpetuate his residence. It usually had a garrison of one or more *Nizam* battalions and was the place of assembly for the various expeditions designed from time to time to overawe the Muntafiq (see page 59).

## TOWNS ON THE TIGRIS

(See also route report's page 123 *et seq.*)

*Sinat al 'Amarah* — (Qal'at Salih) 500 houses and occasional stopping place for steamers Telegraph office

The Christian sect of Sabians have their principal location at 'Amarah. The two towns, Kut al Amarah and 'Amarah are the principal places between Baghdad and Basrah.

Caravan routes lead to Baghdad and Mandschir, from Basrah on the latter route, a difficult hill track crosses over to Kermanshah in Persia.

obtained from springs in the river bed.

Some further details regarding these towns will be found in Route (river) Report No. 4 (See page 130)

## TOWNS ON OR NEAR THE EUPHRATES.

(See also Poute's report, p. 123 et seq.)

**Cunayit** — A large village built on high ground in the marsh is connected with the Tigris by a large water channel and with Basrah by a carriage road through marshes and date groves. The country on either side of this road is not passable for traps. To the north we find reed covered swamps with small land villages standing like towers out of the water. To the west is the Euphrates or open water.

**Suq ash Shuyukh** — An important town situated for the most part on the right bank of the Euphrates, it derives its name from the fact that the desert tribes resort to it for trade.

The town has numerous fruit gardens, and its date plantations extend up the left bank of the Euphrates till they meet those of Nasiriyah. The neighbourhood unfortunately, is marshy and the climate unhealthy. The Euphrates is spanned at the town by a bridge of about 12 pontoons the number of which is increased to 15 or 16 when the river rises.

The population of Suq ash Shuyukh amounts to about 12,000 souls, about three fourths of whom are Shi'ahs, but it includes 700 Sabians and 300 Jews. The religious head of the Sabians lives here, the community, who have a small primary school for their children are mostly goldsmiths, blacksmiths and builders of *Mashhuf* canoes, they inhabit a quarter on the left bank of the river which is connected with the main town by the bridge of boats.

There are over 200 shops at Suq ash Shuyukh, but, except with the Arab tribes, there is no considerable trade.

Suq ash Shuyukh is the head quarters of a *qa'dha* of the same

**Nasiriyah** — Nasiriyah is a comparatively modern town of some 10,000 inhabitants, founded on the left bank of the Euphrates, about 19 miles from Suq ash Shuyukh, by Nasir Pasha, chief of the Muntafiq Arabs, to perpetuate his residence. It usually had a garrison of one or more *Nizam* battalions and was the place of assembly for the various expeditions designed from time to time to overawe the Muntafiq (see page 59).

*Samawah*—Samawah stands principally on the right bank of the Euphrates and is built of materials obtained from some ancient ruins close by. There is a boat bridge.

It has a good bazaar, and is a special centre for the corn trade of the adjoining districts of the Euphrates.

To the south the river bank is lined with extensive date gardens.

There is a ferry a short way down stream at Al Khudhar.

*Rumaithah*—Rumaithah is a town of about 2,000 inhabitants who are all Shi'ahs. There is a bazaar of some 150 shops, but many are now deserted. The houses in number about 600, mostly low mud huts, are scattered among gardens and plantations. It was formerly a place of considerable prosperity but owing to the drying up of the branch of the Euphrates on which it stands it is now half deserted. After the date harvest a good deal of business is still transacted here with the Arabs of the neighbourhood. The opening of the new Hindiyah Barrage (see page 25) may favourably affect this place.

Diwaniyah is situated on the Hillah branch of the Euphrates which, before the completion of the new Hindiyah Barrage (see page 25) in 1913 had dried up. The population (in 1909) numbered less than 4,000 mostly Shi'ahs and was decreasing. The houses are mostly of sundried brick. The town depends for supplies on outlying places and water is obtained from wells. The trade is practically nil. It is the headquarters of the Diwaniyah Sanjaq and its central position in the district is its only recommendation as such. The nominal garrison was 1 batallion and 3 guns, but seldom more than 50 men were present.

The town is connected with Hillah by a double, and Samawah by a single line of telegraph. Formerly there was a bridge of boats across the river.

*Hillah*—Hillah is the chief town of a qadha of the same name in the sanjaq of Diwaniyah. The population, three-fourths of whom are Shi'ah Arab, number 20,000. Surrounded by gardens and fruit trees, Hillah is the centre of a district which produces wheat and barley in abundance, though in 1908 its agricultural prosperity was on the decline owing to the drying up of the branch of the Euphrates on which it stands. This may have been stayed by the opening of the new Hindiyah Barrage, at the junction of the two branches of the river near Muertiyib. There were (in 1908) some 2,000 shops and 120 grain stores, and

considerable trade was carried on. It is calculated that under favourable conditions the following supplies could be collected in a week: 400 tons of wheat, 600 tons of barley, 100 tons of rice, 1,000 oxen and cows, 600 buffaloes, 300 horses, 100 donkeys, 50 mules, 700 camels and 5,000 sheep. There is a post office and telegraph office. The military garrison consisted of 1 regiment of cavalry, 1 battalion of infantry, and 3 guns. There was said to be a large stock of ammunition, equipment for a battery in reserve, and a reserve battery of field guns.

*Musayib*—Musayib is an important place on the Baghdad Karbala road; it contains 1,000 houses and the permanent inhabitants number some 3,500, with a floating pilgrim population of 1,500 more, mostly Shiah Arabs and Persians.

The larger part of the left bank of the Tigris is composed of sandstone, which is not readily washed away. There are many long crossing places, and there are 40,000 date trees, and the place is the centre of a good agricultural district.

*Najaf (Mashhad Ali)*—Najaf is a place of 12,000 inhabitants, including a number of Indian Moslems; it contains the shrine of Ali, and is a spot of great sanctity among Shiah Moslems, some 6,000 corpses being brought here every year for interment.

It is about 30 miles from Hillah and is situated on an elevated ridge of sandstone 150 feet above the plain. It is surrounded by walls 25 feet high and 5 to 6 feet thick, of burnt brick, with no ditch; these are nearly square in circuit, and strengthened at intervals by bastions, the houses inside being closely packed.

Water is scarce, wells brackish; best drinking water is taken from Hillah canal, 4 miles off.

The town is dependent on the Banu Hassan and Muatazik Arabs for supplies.

There was formerly a regular garrison of one battalion.

Supplies are obtained from Baghdad to Najaf. Over 2,000 pilgrims a day pass over this route in pilgrimage season, lasting about 4 months, and never have any difficulty about supplies. The country which is most fertile, with much corn and immense flocks of sheep, would support an army corps, on march or halted, for some time, if the inhabitants were friendly. Najaf itself is

situated in middle of desert, and supplies are all brought in on donkeys by Arabs

*Karbala ( Ma'had Husain )* — Karbala is on the plain, 20 miles west of the Euphrates, with which it is connected by the Husayniah canal

The town contains 5,000 large well built houses has now no walls, but is surrounded by date groves and gardens, among which many houses are hidden

Water supply, often uncertain, is from the canal (The completion of the new Hindiyah Barrage in 1914 should have assured a perennial flow of water in the canal) Brackish well water is otherwise used

The population is about 60,000, mostly Arabs and Persians with many Indian Moslems and a few Jews the few Turks are those connected with the Government

The Mosque of Husain which is also his burial place, is a peculiar object of veneration for the Shi'ah Moslems and therefore a Persian religious centre of great importance

The town is frequented by Shi'ah devotees from all parts of the Moslem world

The bazaar is well stocked and busy, and Karbala is the centre of a busy agricultural district, with abundant supplies

Karbala was recently made the head quarters of a credit division, and the place is the seat of a mutarrif under Baghdad There was until the outbreak of the present war a British Vice Consul

### BAGHDAD

*Description* — The city of Baghdad, at one time a famous capital of the Moslem world and in what was once one of the richest of the Gulf popularly 55,000 are Jews

On the east bank lies the most modern portion of the town, including the Government offices and the chief commercial and public buildings On the west bank is the old town, enclosed by an extensive tract of orange and date groves The old walls of brick have been demolished, except in a few places,

square in the south west corner, but the fort still remains, now only a small part standing in a segment of the city wall.

The town has two broad streets and a narrow one connecting them, a north-south street 10 m. 15 m. wide in the plan.

The town is built in a regular plan, it consists of two parallel streets on the left bank of the river, the citadel on the right bank. The fort lies near the north west gate, the walls are low and the walls are also in a ruined condition.

The town has no architectural character whatever and even in the most important streets are mere alleys crowded with bazaars, which are enclosed in with brick. The late Mr. Naziri Pasha, among other measures took in hand the question of street improvement, but his acts were not characterized by prudence and he caused great resentment by the various demolitions which were carried out by his order. The slopes are well supplied with European articles, including Manchester cotton goods and English stores.

The Sarai (read rice of the Well), a good building, is situated on the river bank north of the citadel, near, and also on the left bank, above the bridge, are the infantry barracks, an imposing two-storied brick building, on three sides of a square, able to contain 3000 men. The artillery and cavalry barracks and stables are in the citadel and outside the north west gate.

In addition to the regular barracks, a standing camp of mud built huts has recently been established outside the town about 1 mile from the south east gate.

There was a large European colony, chiefly British, who lived in good houses on the left bank of the river near the British Residency.

A fine hospital built by a wealthy Jewish merchant, has lately (1911) been opened outside the north gate, while there are French Carmelite schools, a Jewish high school and a branch of the Church Missionary Society.

The representative of the British Government in Isfahan had for long occupied a privileged position in comparison with the status of the representatives of other foreign powers. The latter fulfilled the ordinary functions of general, but the British representative was styled Resident (he is referred to by At-

as "Safir"—ambassador) and had a guard of 30 Indian Infantry, with a gunboat of the Royal Indian Marine (R I M S "Comet"), stationed on the river.

Communication across the river is at present maintained by a bridge of boats consisting of 22 pontoons made of wooden planking, coated with bitumen. The breadth of the roadway is 30 feet. On the pontoons near each end of the bridge facing south are cafes, and in the centre two rooms for the watchmen of the bridge. This bridge was constructed in September 1902, and is in good repair but the steep ascent and descent at each end make it difficult for horses and almost impassable at low water for wheeled vehicles heavily laden. The bridge is 221 yards long, and 16 of the pontoons are about 42 feet long, but three pairs in the centre and near the ends are 52 feet long.

The breadth of the pontoons is about 18 feet.

In high floods or strong wind the bridge has to be swung back. The approaches on either bank are through narrow, winding streets. The current in April is about 4 miles an hour, the average width of the stream being 250 yards, and in flood it is 30 to 36 feet deep. To allow boats to pass, six pontoons, next the right bank, can be swung back.

In conjunction with other improvements due to the initiative of the late Nazim Pasha, tenders have been invited for the construction of an iron bridge, 240 yards long and 40 feet broad, with a swinging portion of 23 yards for the passage of steamers.

In addition to the steam boats plying on the river, which will be alluded to in Chapter VI, 100 large sailing boats are available at Baghdad, carrying from 20 to 100 tons each, and 200 wicker coracles carrying 1 ton or four men.

A British firm in 1911 supplied three 12 knot motor vessels to work as ferry boats on the Tigris at Baghdad.

*Country immediately around Baghdad*.—The country generally around Baghdad is quite flat with desert both east and west. This desert, however, in many places is covered with pastureage in

South of Baghdad towards Mahmudiyah movement off the raised embankment, on which the road runs, would be difficult after rain or if the river were high.

East towards Fallujah the desert is in parts sandy clay and in parts pebbly covered at first with camel thorn and then with scanty shrubs.

West the country is an open sandy desert uncultivated but cultivable in the valley of the Diyala towards Ba qubah movement would be difficult for troops on account of the numerous water cuts.

No positions for attack or defence of the city offer except on

The suburbs the gardens and date groves could be connected by earthworks with the hills and a regular line of defence formed on the right bank, but the left bank has no natural advantages for either attack or defence.

Approach from the south by the Mahmudiyah road could be met by a defence of the bridge over the Khur stream, 3 miles south of Baghdad. The locality here offers a suitable site for the construction of a bridgehead covered by the occupation of the wood in rear.

#### NORTH WESTERN SHORES OF PERSIAN GULF (FAO TO KUWAIT).

Proceeding south west from the entrance to the Shatt-al Arab, there are two main inlets or indentations in the coast line, (i) the approach to Umm Qasr, and (ii) the Bay of Kuwait.

##### (i) APPROACH TO UMM QASR.

This place lies at the head of a rectangular opening of the coast line, the space so formed being occupied by Bubiyan island, with the Khor Abdullah and Khor Sabayah inlets leading round this island to Umm Qasr. Just in front of Umm Qasr is the smaller island of Warbah.

The Khor 'Abdullah is 13 miles wide at its entrance by Ras-al-Qaid, 17½ miles long up to Warbah island and 8 miles further on to Umm Qasr.

Warbah island could be dredged if necessary. Anchorage may be taken up anywhere in the channel, but there is a well sheltered and deep anchorage between Warbah and the mainland as Umm Qasr is approached.

Both shores of the Khor 'Abdullah are of a very low alluvial land, covered in places with reeds and grass and with shallow flats extending a long way out on both sides, more particularly from the northern shore.

A small brick barrack was constructed, but all supplies, including water, had to be brought by dhow from Fao. The post has since been removed.

The Khor Sabiyah, which separates Bubyian from the western mainland, is about 1,000 yards wide, but is shallow, and not suitable as a means of approach to Umm Qasr.

landlocked. If the channel were dredged, a very fine harbour indeed might be made.

Umm Qasr is the name of a small creek at the head of the Khor 'Abdullah and on the banks of which the Turks constructed a small fort. North of Warbah island, the Khor 'Abdullah and Khor Sabiyah unite, forming the Khor Zuhair, from which the

Umm Qasr creek ...  
junct on  
water

... Arab, the other lower, going farther west to within 10 miles of Basrah and Zubair. Although, however, the depths of the channel in the Khor Zubair are generally good, the navigation is not altogether easy.

For anchorage and landing see page 109.

The Umm Qasr creek itself is about 3 miles long and  $\frac{1}{2}$  mile broad, with a depth of water generally of only 3 to 4 feet. The fort is situated about 4 miles inland, but the usual landing place is at the entrance of the creek. The building is nearly square, measuring about 120 feet each way.

the north face

enblades two

feet from the

and coping of

there are wells with a plentiful supply of water to the northward opposite the entrance to the fort at 250 yards distance, and the water used by the garrison is sweet, whether it is obtained from these wells, or elsewhere, is uncertain. No supplies are obtainable at Umm Qasr, and not even vegetables are grown; there is grazing for sheep, but not for horses. The ground in the neighbourhood is firm and gravelly.

Umm Qasr is said to be more healthy than Basrah; it is 15 miles from Safwan and 34 from Basrah; there are wells on the direct route from Zubair to Umm Qasr, but travellers between Basrah and Umm Qasr ordinarily pass through Zubair and Safwan.

For details of routes via Zubair and Safwan see Chapter VIII. Routes Nos. 1 and 2, page 125 et seq.

The country to the north and east of the Khor Zubair is marshy for several miles.

Safwan, on slightly rising ground, has wells of passable water 12 feet deep. There are a few houses and a date grove surrounded by a wall. Jabal Samra, an isolated volcanic hill, stands 5 miles to the west.

*Umm Qasr* and *Safwan* constituted the southern limit of Turkish occupation as distinguished from the territory under the jurisdiction of the Shaikh of Kuwait.

The political relations between the Shaikh and the Ottoman Government are mentioned in Chapter I.

#### (ii) KUWAIT BAY AND TERRITORY

Following the coast line of the *Khor Sabiyah* round to Kuwait Bay or harbour there is only one spot which calls for further notice, i.e., *Sabiyah* (the *Khor Sabiyah* has been alluded to on page 34).

*Sabiyah* is a fortified mud enclosure belonging to the Shaikh of Kuwait, it is situated on the east bank of the *Khor* about 3 miles from the tip of the promontory that divides the mouth of the *Khor Sabiyah* from Kuwait Bay. The enceinte of the fort is about 100 yards long by 80 yards broad, and at high tide the sea approaches it very closely, in spite, however, of a rather steeply

present Shaikh of Kuwait, but the place was ruined in hostilities between Shaikh Mubarak and some of his nephews about 1899. *Sabiyah* is surrounded by some tamarisks, which, in approaching the place from the west, first become visible at a distance of about 5 miles.

*Extent of Kuwait territory*—The boundaries of the Kuwait

Shaikh of Kuwait was unquestioned up to the very walls of those places, we may accordingly consider the frontier on this side to be a line running from the *Khor Sabiyah* so as to pass immediately south of *Umm Qasr* and *Safwan* to *Jabal Sanam* and thence to the

Batin. On the south the Turks had no station nearer to Kuwait town than Musallamiyah Island, the Shaikh's boundary on the south may be considered to run westwards from Jabal Mafrah on the coast to Ata and onwards to Wabrah. It is a task of great difficulty to circumscribe the Shaikh's territories on the remaining sides with even approximate accuracy. Shaikh Mubarak stated (1904) that on the north west his influence reaches to the Batin and somewhat beyond it and that on the west the inhabitants of Samman, but not those of Dahana, acknowledge him and his assertion is to some extent borne out by known facts in regard to the occupation of Hafar which Ibn Rashid though at one time he seized it, was unable for long to retain. We may therefore consider that the Shaikhdom is bounded between Jabal Saman and Hafar by the Batin and that south of Hafar the border is the line dividing Samman from Dahana as far south as the point where that line is intersected by the route from Wabrah to Riyadh. These being the limits of the Kuwait Principality its length from N N W to S S E is about 190 miles and its breadth from E N E to W S W about 160 miles.

The maritime possessions of Kuwait consist of the islands of Bubiyan, Warbah and of Failakah which with its northern and southern outliers of Marshan and 'Auhah, is situated at the mouth of Kuwait Bay, and of the islets of Kubbar, Qiru and Umm al Maradim.

*Kuwait Harbour* — A remarkably fine bay some 20 miles long and 10 miles wide, stretching approximately east and west, forms an excellent and flourishing harbour. The surrounding country to the southward is low lying level and of the ordinary desert type, stretching away as far as the eye can see. The "Hill Fort" shows on the charts some 7½ miles south east of the town of Kuwait, stands 180 feet above sea level, and is a conspicuous object when entering the bay from the sea. It is a well built square erection with towers at the corners. There is a small village to the south east of this fort on the coast, nesting among palms and other trees.

For anchorage and landing see page 110

With the exception of some sand hills immediately to the south of the town which are referred to in greater detail further on, the general character of the country along the southern

shore of the bay is the same, *i.e.*, an unbroken level plain of fairly firm whitish sand stretching away to the south and south west.

After reaching its most westerly point in Dohat Kadhamah, near the head of which lies the village of Jelrab, the coast line makes an abrupt turn to the north east along this northern

separates the swampy island of Bubiyan from the mainland.

Along this shore a mud flat extends some distance from the beach, and increases in width to the eastward until it is nearly 5 miles in breadth opposite to Ras al Ardh.

Fadlakah Island, at the entrance to the bay, is about 7 miles long by 3 miles wide at its western end. It is all very low lying, its highest point being only 30 feet above sea level. There is only one village Zor, on the north west coast. The inhabitants of the island number some 500 souls. The island is unhealthy, and the water indifferent.

**Kuwait Town.**—The town of Kuwait lies on a small projec-

from the boat, or fashing this it would be necessary to wade for a considerable distance. At high water, however, the sea washes up to the front row of houses and landing from boats, or any of the sea walls, is an easy matter. It is a remarkably clean, well built and prosperous looking town, with many solid stone houses, others being built of sun dried brick. The bazaar is broad and open, clean and busy. The town is surrounded by a low wall with towers, which, however, are not in a good condition for defence.

Outside the main gate, on the southern, or land, face, there is a large suburb of mud huts, which is the point of arrival and departure for the caravans trading between Kuwait and the interior. Here may be seen strings of camels, waiting for their lords or having just cast off of them. Here, too, the Bedouins mostly congregate, as, if armed, they are not allowed to enter the town itself, camp and transact their business. The population is estimated at approximately 35,000 souls, of whom some 50 are said to be Jews from Bushire, with a synagogue of their own.

The town is said to contain about 3,000 houses, 500 shops, 3 caravanserais, six coffee houses, three schools and four mosques, as well as numerous warehouses and stores. There are no statistics or definite data available, but the growth and prosperity of the place may, perhaps, be inferred from the fact about 30 new houses are said to be built, and 40 new shops opened, every year.

**Population**—The following detailed estimate of the population of Kuwait territory was furnished by Sheikh Mubarak in 1901—

Fighting men in Kuwait	.	19,000
Old men and children	.	13,000
Women .. .. ..	.	22,000
		54,000
Fighting men in the district (within 10 miles of Kuwait)	..	12,000
Old men and children	.. ..	9,000
Women .. .. ..	.	14,000
		35,000
Total .		89,000

There are no means of checking these figures, least of all those referring to the districts outside Kuwait itself, which must include many wandering tribes of Bedouins, and as such must be subject to considerable fluctuations. It is possible that at the time this estimate was furnished, the numbers of persons in the town had been increased by an influx of out-

Iying tribes taking refuge in Kuwait, at the approach of Ibn

by the Dhu'l-Hijja, 111,  
ugly proportionate  
children, the total  
work out to between  
30,000 and 40,000, the former of which is the number usually  
considered to be approximately correct.

The population is Muhammadan, Arab fashion, that is,  
tolerant to others and not over-rigid to themselves. The Wahabi  
faith is proscribed, and all the efforts of Najd have never succeeded  
in making one single proselyte at Kuwait.

*Resources*—Nothing grows near Kuwait, save grass and

best grazing ground\*, much frequented by Bedouins, are those  
northern  
sign of  
north  
ds from  
its trade, shipping, shipbuilding, fishing, pearl fishing, and, to  
a small extent, cattle breeding.

Fishing  
the flat bee  
conspicuous  
Eastern wat  
doubt, a few

ever become the ocean terminus for any railway such as that now  
contemplated.

*Administration* — The Government is patriarchal, even as the Shaikh himself is the living presentment of one's idea of the biblical patriarchs. A big dinner is prepared every day for any wanderers and strangers who may wish to share it; the one and only restriction is that arms must be left at the gate.

The Shaikh exercises political and the *qadis* judicial functions. Punishment is rarely inflicted, and there seems to be but little governmental interference with the liberty of the subject in any respect, and to be little need for it.

No tribute is or ever has been, paid either to the Amir of Nadj or to the Turkish Government. Nor is tribute exacted from other tribes. The Shaikh has a Customs Department, but no statistics are available.

Thus under a succession of common sense rulers with a policy which originated and systematically pursued an Arab band of pirates now appear as the masters of a thriving free trade port. In December 1914, the Shaikh of Kuwait adopted a special flag of his own.

*Currency*. — The currency is cosmopolitan. As elsewhere in Arab in the Maria Theresa dollar real<sup>2</sup> (the value of which is about 1 rupee 8 annas) may be considered the standard medium of exchange, while Persian krons and Turkish copper coins are also met with. English sovereigns are occasionally to be found, and the Indian rupee is not despised. Bills can be obtained on Basrah, Bushire and Bombay, and also it is said, on the capital of Nadj.

*Water supply* — Water is obtained from the following sources —

- (i) Scattered wells south west of the town, and 4 000 to 5 000 yards E & N of Bandar Shuwaikh. Most of the water for the town is got from these wells.
- (ii) Wells with abundance of water about 3 miles S S E. of Kuwait.
- (iii) Wells at Ras al 'Ajuzah east of the town.
- (iv) Wells at Jibrish.

The water is reported to be of indifferent quality.

Water is also obtained from the Shatt-al-'Irab, and a tank steamer has recently been acquired by the Shaikh for this purpose.

practically unknown and dysentery and ophthalmia are rare

In short, as has been rather quaintly remarked "where men commence begetting now families at 60 and die at 120 the climate cannot be considered as prematurely exhausting

*Trade*--The resources of Kuwait are entirely commercial  
the port for the Jabal  
as well as its mercantile  
with Trieste & some

Palgrave remarks on this similarity and considered it to

"advantages of this seaport as a mart are evident and lasting

Imports are chiefly cereals, piece goods, tobacco, dates,  
coffee, sugar exports tobacco, wheat, pearls, dates and ghee

Planting wheat, date trees, lucerne, tamarind etc., surrounded by

There is an old fort (in disrepair) on the western frontier of the village, as well as a new one, built by the present Shaikh, clear of the south-eastern end of the village.

### CLIMATE.

The climate of Mesopotamia may be classed as tropical, with an excessively hot summer, during which the plains become scorched and bare.

The winters are short and mild, forming the pleasantest part of the year.

Corn is sown about November and December and harvested in May or June. An autumn crop of maize, harvested about December, is often raised as well.

The climates of Kuwait, Fao, Basrah, and Muhammireh are very similar. Kuwait appears to be the coolest, owing to the proximity of the sea and the sandy deserts. Basrah occasionally has frost at night in January.

The average heat in summer is 105 degrees in the shade extreme, 118 degrees. It is cold in winter but there is seldom any frost. The coldest time is in January. The rainy season is from December to February. The prevailing wind is from the north west called "shamal" which blows for a month at a time in the hot weather and is somewhat of a relief.

The following table gives an average range of temperatures taken at Fao) —

Season.	Months.	Approximate range of temperature
Winter ..	December to February, both inclusive	85° to 45°
Spring ..	March to May, both inclusive ..	105° to 65°
Summer ..	June to September, both inclusive	102° to 70°
Autumn ..	October and November, both inclusive	105° to 7

*Rains*—Rains may fall between the middle of November and the middle of March. Total appears to vary from  $3\frac{1}{2}$ " to  $11\frac{1}{2}$ " at Fao, at Basrah it is about 6". There are occasional showers at all seasons. The wettest months are December, January and February.

*Winds*—During the first half of March and during July north west winds prevail with dry heat. From about the middle of July to the end of September the atmosphere is damp as well as hot; there is little wind from September to January. South winds may be expected in December to April, north and north west from April to September.

In September and October there are frequently fogs at night and in the early morning, especially near Fao.

\* \* \* \* \*

mark<sup>1</sup>, it is seldom absent from the towns fringing the desert. This affection, probably caused by the bite of a fly, though troublesome, is never fatal, usually lasting about a twelve month.

Basrah is said to be less unhealthy than it used to be, but it is malarious most of the year.

The winter is the most suitable time for military operations, any time between October and March.

For climate of Kuwait see page 42.

*'Arabistan*—Rain may fall at any time between October and the middle of May; it is commonest in December.

From the beginning of October to the end of March the climate is good. During January the thermometer falls as low as  $40^{\circ}$  at Muhammarnah, and in Northern 'Arabistan it sometimes reaches freezing point ( $32^{\circ}$ ).

The heat during June, July, and August makes military operations during those months almost impossible. During the hot weather, especially in autumn, malaria is prevalent at Muhammarnah, but no doubt much of the sickness is due to the insanitary condition of the town. This is the case also at

**Shushtar** In July the thermometer sometimes reaches 110°, and at Shushtar occasionally even 120°. The nights in the neighbourhood of the Karun are generally cool.

In 1857 the troops suffered much at Muhammireh from myriads of flies by day, and from sand flies by night, but the heat was found to be less than at Bushire.

All routes in Southern 'Aribistan are almost impassable after rain, and in dry weather they are very trying owing to the sand and dust.

Both Dizful and Shushtar are too hot to allow of life under canvas being either healthy or pleasant during the hot weather. Yet the finding of a suitable hill station is difficult. The nearer hills appear to have no water at the necessary elevation while the distance to any place of the required elevation is almost prohibitive.

From Diz'ul Khurramabad, 4,050', is about 100 to 150 miles according to the route taken. Two places called Pahreh, 4,250', and Chilan, 4,250', where tribes camp are only 40 and 53 miles respectively. B. znu, 5,000', is 100 miles, and would be suitable from a climatic point of view.

From Shushtar, Qal'eh Razust, 5,300', is 110 miles. Along the Bakhtiari road, Malanur, at 80 miles, is only 2,050' and Dih Diz at 113 miles is 5,200', and yet it is deserted by its inhabitants in summer.

## CHAPTER III.

### POPULATION

*Inhabitants*—The bulk of the inhabitants consists of Arabs,

the Tigris towards the Persian hills. There are many subdivisions of these tribes and also numerous other smaller tribes. The nomad Bedouins, especially the Muntafik, have been in constant conflict with Turkish rule and have hitherto supplied no soldiers to the Turkish army, in consequence of which the local units of Baghdad and Basrah were invariably considerably below the proper strength.

The Turks proper form the official classes and the ruling element of the towns. Apart from the Arabs and Turks, there are certain numbers of Chaldeans and Sabians, with some Persians and a good proportion of Jews, mainly in Baghdad itself. The Chaldeans (a Christian race who claim to be descended from the old Assyrian stock) are not encoutered as a rule so far south as Baghdad, except when engaged on work on the river. They provide the crews of the river steamers.

The headquarters of the Chaldean Church is at Mosul, and there is also a considerable number of this sect at Baghdad. The French, under whose protection they are, use the Chaldean Catholics as a medium of French political influence.

The Sabians, another Christian sect numbering about 7000, claim to be followers of John the Baptist, and are mostly located around Amarah.

The Nestorian Christians, whose headquarters appear to be at Babylon, desire the British to take more political interest in them and their Church. In fact they wish for official protection such as the Chaldeans enjoy from the French. The French were said in 1912 to have been anxious to offer them this facility and a section of the Nestorians was then parleying with them.

The Shi'ahs of this part have their headquarters at the celebrated shrine of Karbala. They are very hostile towards the

Rising on account of the latter's "stringent action" towards their co-religionists, i.e. in Northern Persia, and therefore favour the British. Their power for action and their influence are however, very limited and they lack capable leaders.

The principal towns (with number of inhabitants or houses <sup>chiefly</sup> shown in brackets) are —

Baghdad (145 000)	Kasrīyah (10 000)
Karbala (60,000)	Shatrat al Muntifik (500 houses).
Basrah (60 000)	Masayib (6 000)
Hillah (30,000)	Qurnish (5 000)
Mujaf (12 000)	Kut al 'Imarah (4 000)
'Amarah (10,000)	Diwaniyah, Samawah, Rumaithah (500 houses)
Zuhair (1,500)	

*Basrah* — The population of Basrah, including suburbs, numbers 60,000, mostly composed of sedentary Arabs. There are some Europeans and Indians, about 3,000 Persians and 1,000 Jews.

*Zubair* — The population of Zubair is virtually all Sunnis Muhammadan as is natural in a place which holds the tomb of Zubair, arch rebel against 'Ali and killed here in fighting against him. Many notable land owners of the Basrah neighbourhood have country houses at Zubair, to which they retire in the hot weather in quest of a drier atmosphere, and some important families of Central Arabian origin are also located here.

\* *M. Hammārah*. — The population of Muhammārah amounts to 23 000, and that of the neighbouring district of Fallānūch (Arabistan) to 45 000. 'Arabistan is potentially one of the richest provinces of Persia but the country lacks the population necessary to develop its great agricultural resources.

## ARAB TRIBES.

### BAWIRAH

Sābulūr I swi. A large and powerful Arab tribe of Southern 'Arabistan. They claim descent from Muhalhal, an Arab hero.

and consider their ancestry superior to that of the Ka'ab. The Bawiyeh number perhaps 20,000 souls and occupy along with certain small tribes dependent on them the whole of the region between the Jarrah on the east and the Karun on the west from the confluence of the Haddani with the Gargar in the north to 'Ali ibn al Husain or even Marid on the Karun in the south. A few are found also on the right bank of the Karun. The tribe are mostly nomads living in tents and owning large flocks and herds, but on the Karun they possess the permanent villages of Kut 'Abdullah, Kut Sayid 'Ish, Kut al 'Amarreh, Umm at Tamair and Ghazzawiyyah also the more than temporary settlements of Kut Sayid Salih, Kut Sayid 'Anayeh and Moran. The residence of the chief Shaikh, at present Husain bin 'Ali whose father died at an advanced age in 1907, is at Kut al 'Amarreh where he has a fort and house. The number of settled Bawiyeh is probably about 1,500 souls as against 18,500 who are nomads. It would appear that the Bawiyeh have 2,710 fighting men of whom 920 are mounted on horses (or rather 1 acres) and 800 are armed with rifles, but in practice they seem unable to put as many as 2,000 warriors in the field, on the other hand the estimated fighting strength appears small in proportion to the alleged total number of the tribe.

It is affirmed that the Bawiyeh as a whole pay annual revenue to the Shaikh of Muhammard through their own Shaikh, but that certain sections are exempt and even receive allowances.

### Ka'ab

Pronounced Cha'ab, the singular is Ka'abi (Cha'abi). The Ka'ab are the largest and most important tribe of Southern 'Arabistan, they are Arabs, but at the present day they are to some extent Persianised.

*Distribution.*—The Ka'ab form almost the entire population of the Falluhiyeh District, which is their headquarters, and they also occupy the greater part of 'Abbadan island, especially towards its lower end. A few occur in the Hassar tract on the right bank of the Karun in the Muhammard District, and some on the left bank of the Bahmanshir. Ka'ab are found in considerable numbers in the Jarrah District where they occupy the river bank villages of Khar Farah, Bunwar, Bunwar Rizaiq

Maksar, Maksar 'Atiqeh, Sowaireb, Karduniyeh, Maqtu' Farqani, Haskeh, Maqtu' Hadrani, Khamzeh, Sidareb, Sarameh, Dob-al Mir, Tuwaiqiyeh and Qarqar, and have settlements in the interior at Dauweh, 'Aquleh, Hor Trawaishud, Idaideh, Abu Saleh, Khalafiyat, Hamad and Hap Asghayar and they spread northward into the Ahwaz District at Banneh and Shakheh the tribe is represented also at Cham Sha aban, Gharabi Kuchil,

and colo-

Persia

we are

in some

immigrant Ka'ab are settled at Fao

*Sub-divisions and numbers* — The structure of the Ka'ab tribe has been carefully investigated, but the results elicited are conflicting even as regards main divisions and sub divisions. The ordinary tribesman has no ideas whatever on the subject of the composition of this tribe and the theories which are entertained by intelligent individuals here and there do not command general acceptance. One fact stands out clearly, that the tribe consists partly of original and partly of adscititious families and groups, the divisional name Dris being closely associated with the former, and that of Khanafireh with the latter of these two classes. The more minute classification of the Ka'ab depends not on blood relationship but on political accidents, for the name of a headman a family or section is generally extended to include all who find (or place) themselves under his authority, it follows that there are many semi-obsolete names, as well as aliases both exact and partial.

The Dawariqeh are stated to be an aboriginal race distributed among the various branches of the Ka'ab as herdsmen and almost as serfs. It should be added that only the Dris and Hassar divisions are universally regarded as true Ka'ab, the Khanafireh and Muqaddam are frequently described not as Ka'ab but as Tawaif, that is "(dependent) tribes". There are said to be other adscititious Ka'ab also who are not included among either the Khanafireh or the Muqaddam.

This is the system of classification of the Ka'ab which seems to be the most worthy of adoption out of two or three that have been propounded; but in order to exemplify the discrepancy

of opinion which exist another is now added in brief. It is as follows —

I Dnis

(fighting strength  
6,000 men).

1. Dnis

2 Nasir (Al Bu)

3 Nassar

II Muqaddam

(fighting strength  
1,100 men)

1 Is haq

2 Mayyah

3 Muqaddam

III Khanafireh

(fighting strength 3,000  
men)

1 Hamdi (Al Bu).

2 Kawamul

3 Shwardiyeh

IV Hazbeh

(fighting strength 3,000  
men)

1 Ghuwainum (Al Bu)

2 Hazbeh.

3 La'atih (Al Bu)

The total strength of the Ka'ab tribe is, and must be largely a matter of conjecture, but, the number of fighting men is estimated at 15,722 as below —

Dnis	{	'Asavireh	.	4,750
		Ghubaish (Al Bu)	.	3,042
		Nassar	.	1,200
Khanafireh	..	..	.	4,680
Muquddam	..	..	..	2,050
		Total	..	16,722

According to the principle on which fighting strength is usually calculated the figures given would represent a total of about 55,000 souls, a number which is not patently either in excess or in defect. These statistics do not include the Ka'ab colonies outside Southern 'Arabistan nor those of the Hindiyah District the members of the latter, in number about 1,500 mostly belong to a section called Sha abani—not shown in any classification table of the tribe that has been obtained.

Arms.—It may be added here that a large number of long barrelled muzzle loaders are still seen among the Ka'ab and that

almost every fighting man of the Dris and Khanafireh divisions is armed either with one of these or with a superior weapon.

*Religion and life*—The Ka'ab like all the other tribes of Southern Arabistan are Muhammadans of the Shi'ah persuasion. They cannot, except in a few places, be described as altogether settled nor on the other hand are any considerable proportion of them truly Bedouin. The bulk of the tribe are now in that stage of development, intermediate between nomadism and fixity which is typified by the huts—less removeable than tents and more easily abandoned than houses—in which they dwell. In out of the way tracts like Shatut the Ka'ab are still very primitive in their ideas and habits, and in some places a tradition as

sings for rooney lingers  
to Indo Afghan frontier  
on in a state of nudity,  
rise to embarrassment

among themselves when rivers have to be crossed by swimming. Where the Ka'ab possess arable lands they cultivate wheat, barley and rice, where pasture exists they own buffaloes, cattle, sheep, goats and even donkeys, in the marshes they move about in light canoes catching fish and snaring or shooting wild fowl, at Fallahiyeh town they are otherwise noted as the manufacturers of very fine and light woolen 'abas for summer wear.

*Origin, history and political position*—The Ka'ab claim to be 'Anamir or Bint 'Amir, descended from a certain Ka'ab bin Rabi bin 'Amir who was himself they say, the 23th in descent from Israel. It is stated that the original home of the Ka'ab was in Najd and that some of the tribe are still to be found there at a place called Bishauraniyah; all efforts to identify this locality have, however, up to the present, been unsuccessful. According to the tribal tradition the majority of the descendants of Ka'ab eventually established themselves in North Africa; but Nasser and Dris, the legendary progenitors of the Ka'ab of Southern Arabistan made their way from Najd to Doraq and occupied it after expelling some other Arab tribes and some Aksir or 'Aushar Turks whom they found in possession. The date of these events is unknown. Early

Ka'ab  
when a  
as it  
was when styled. Another old settlement of the Ka'ab, since

abandoned, was Sahlah or Sabalah—, it stood on the right bank of the Karun river, opposite to the island of Dair and the Marid creek. The history of the Ka'ab tribes in the eighteenth and nineteenth centuries is a part of that of 'Arabistan, which is related at length elsewhere. Here it is enough to add that shortly after 1775 the jurisdiction of the Ka'ab chiefs seems to have

### Muhammarch.

The divisional Shaikhs have no political power, the most important among them are Shaikh Rizaij of the Al Bu Ghubaish (Bait Hilayl), who is in charge of Buziyeh and lives there, Shaikh 'Ahud, the head of the Khanafireh, Shaikh Musa of the 'Asakirch, and Shaikh Sultan of the Muqaddam, who is at present (1908) in jail.

### KHAZA'IL.

A considerable Arab tribe in Turkish 'Iraq: their country stretches approximately from Kufah to Samawah through the intervening marshes and includes a portion of the adjoining Shamiyah Desert: the settled members of the tribe are chiefly in the Qadha of Samawah. The Khaza'il are all Shi'ahs and are divided into Mu'allim,—Al Bu Hasan,—and Lamium—, and one of their smaller sections is known as the Bani 'Aridh—. They are a strong and warlike body but not naturally pugnacious. Those who inhabit the desert are horsemen and well mounted: those on the rivers and marshes depend for locomotion, both in peace and war, upon their *mashhufs* or canoes. The agricultural part of the tribe cultivate rice, barley and wheat, sheep,

the 'Anizah and Northern Shammur, towards whom they are not well disposed, when camping in their territory.

### LAM (BANI)

A very numerous and important Arab tribe found chiefly in Turkish 'Iraq, but also, to some extent, in Persian 'Arabistan.

**Territory.**—The Banu Lam country proper is the plain between the Persian hills (cf. Pash : Kuh) and the left bank of the Tigris river from a point opposite Shalih Saad down to 'Amarah town. In 'Iraq however, parts of the tribe are found as far to the west and north as Bushir, Zerqa, Iwah and even Mandali, while in 'Arabistan their eastern limit is the Karakhan river between Pash Pid on the north and the Hawrak district on the south, but they sometimes range as far as the Shat river especially below Kharashad. A detached section of the Lawrence section even exists beyond the Karun, on the Vahab at a few miles northeast of 'Amarah. They have not now any apparent political connection with the main body of the tribe, and there is another still more distant, at the village of Mirkacheh in the Razanji district.

In 'Iraq both banks of the Tigris above the country of the Banu Lam are inhabited by the Banu Rabi'ah, and below it by the Al-Ba Muhammad. On the south west the Banu Lam are in contact with the Montafk, and on the northeast they are adjoined by the Faik Lora with some or other of whose sections they are generally at feud. The tribal centre is in the Qudia of Dawaqij where Ghadhaban bin Banawrah, the chief Sheikh, has his residence in a tract known as Shamavah, and the dealings of the tribe are mostly with 'Amarah town and 'Ab-al-Gharbi upon the Tigris.

**Divisions and numbers.**—The Banu Lam consist of numerous sections which have not generally, it is said, separate habitats, but live interspersed. The chief Sheikh belongs to the Balas division. Part of the Sagward division of the Western Lora is at present regarded, notwithstanding the difference of race, as connected with the Banu Lam. The former have friendly relations with Shuhuk Mustaitil of the Sarikhan section of the Banu Lam which is not, however, of very much importance.

The number of fighting men of the tribe in 'Arabistan is approximately 8,000 and from a comparison of various divergent accounts their military strength in 'Iraq would seem to be about 10,000. In view however of the indefiniteness of the Turco-Persian boundary and of the mobility of some of the sections of the Banu Lam it is probable that the two estimates to a great extent overlap consequently it is not necessary to estimate the fighting strength of the tribe at more than 15,000 men or their total number at more than 45,000 souls.

*Mode of life and resources* — Except the Kinanah division, who (exc pt those settled at Murba'eh) are entirely pastoral in their habits, the majority of all sections of the Bani Lam are agricultural and live by growing cereals. The tribe as a whole have not yet, however, abandoned the nomad life, for neither houses nor huts but only hair tents are found among them, and they migrate towards the hills in the cold weather and are on the move from February to June.

Wheat, barley, oats, maize, mullet, mash and lentils are

sheep, and donkeys and supply most of the grain for which 'Amarah town is famous. The livestock of the Zighaib sub division is said to consist exclusively of buffaloes, and the Ka'ab Bait 'Amir are also among the buffalo owning sections. The number of horses possessed by that portion of the tribe which is connected with 'Arabistan rather than with 'Iraq has been estimated at 1,500 and that of their camels at 3,000.

*Political position and military importance* — The Bani Lam are, with a few exceptions, Shi'ahs, by some of them Persian is spoken as well as Arabic, but they are not to any appreciable extent bilingual. Blood feuds are rigorously prosecuted both within the tribe and against outsiders. The tribe, as a whole,

described as "notoriously rich and brave, but a rude and violent savage without the experience or the moderation that age gives", he used to have a good understanding with the Shaikh of Muhammara, but it came to an end and in 1914 he joined the Turks and advanced to attack the Shaikh's territory.

are probably the largest, the most powerful and the richest tribe next to the Muntifil, the land assessment of the Bani Lam is one

In both countries the Bani Lam are noted for their predatory

beries Their plunder from Turkish territory is disposed of in Persia and vice versa In 'Arabistan it is the Khasraj division who give the most trouble, they attacked the "Shushan" steamer in April 1904, and in the summer of 1905 parties of them infested the neighbourhood of Nasiri and were not driven away without difficulty The Kunanah also are said to raid in the Dizful district Gangs of Bani Lam and Lur robbers sometimes come in conflict with one another in the instances known victory has generally remained with the Lurs The Bani Lam are

### MALIK (BANI).

Generally pronounced Bani Malik an Arab tribe of Turkish Iraq not very numerous but somewhat widely disseminated

On the Tigris the Bani Malik are found between 'Azair and Qurnah village, but here, on either side of the river, the marshes behind them are tenanted by the Ma'adan (see Al Bu Muhammed page 58) and they are confined to the neighbourhood of the actual banks On the Euphrates they occur at various places

*Mode of life and resources*—Except the Kinanah division, who (except those settled at Murbachich) are entirely pastoral in their habits, the majority of all sections of the Bani Lam are agricultural and live by growing cereals. The tribe as a whole have not yet, however, abandoned the nomad life, for neither houses nor huts but only hair tents are found among them, and they migrate towards the hills in the cold weather and are on the move from February to June.

Wheat, barley, oats, maize, millet, mash and lentils are

said, a monopoly of the tribe. They have also buffaloes, cattle, sheep, and donkeys and supply most of the ghi for which 'Amarah town is famous. The livestock of the Zighaib sub division is said to consist exclusively of buffaloes, and the Ka'ab Bait 'Amir are also among the buffalo owning sections. The number of horses possessed by that portion of the tribe which is connected with 'Arabiastan rather than with 'Iraq has been estimated at 1,500 and that of their camels at 3,000.

*Political position and military importance*—The Bani Lam are, with a few exceptions, Shi'ahs, by some of them Persian is spoken as well as Arabic, but they are not to any appreciable extent bilingual. Blood feuds are rigorously prosecuted both within the tribe and against outsiders. The tribe, as a whole,

savage without the experience or the moderation that age gives", he used to have a good understanding with the Shaikh of Muhammarch, but it came to an end and in 1914 he joined the Turks and advanced to attack the Shaikh's territory.

"On the Turkish side of the border the Bani Lam are generally quiet, but the Ottoman Government do not put much pressure on them; and though the revenue collector is treated with outward respect he does not always succeed in recovering the demand in full. In Persia the Bani Lam give much trouble to the authorities and seldom pay any revenue. In 'Iraq, where they

are probably the largest, the most powerful and the richest tribe next to the Muntashir. The land assessment of the Bani Lam is one tenth to one fifth in kind of agricultural produce and they are also subject to a trifling annual tax in cash per head of livestock. These imposte<sup>s</sup> are generally farmed out to the Shaikhs of the tribe, who collect as much as they can.

In both countries the Bani Lam are noted for their predatory tendencies but in reality the greater part of the tribe lead a peaceful and respectable life. The proceedings of the Hawazin minority are said, however, to be committed at by the Shaikhs, who even accept a one fifth share in the proceeds of their raids and robberies. Their plunder from Turkish territory is disposed of in Persia and vice versa. In 'Arabistan it is the Khasraj division who give the most trouble, they attacked the "Shushan" steamer in April 1904 and in the summer of 1905 parties of them infested the neighbourhood of Nasrin and were not driven away without difficulty. The Kinanah also are said to raid in the Dizful district. Gangs of Bani Lam and Lur robbers sometimes

estimated that on the Persian side about one third of the fighting men are mounted and two thirds are armed with rifles, on the Turkish side the proportion of mounted and unmounted men is said to be about equal.

### MALIK (BANI).

Generally pronounced Bani Malik an Arab tribe of Turkish Iraq not very numerous but somewhat widely disseminated.

On the Tigris the Bani Malik are found between 'Azar and Qurash villages, but here, on either side of the river, the marshes behind them are tenanted by the Ma'adan (see Al-Bn Muhammad page 58) and they are confined to the neighbourhood of the

cultivate the soil in the Hawazin District of Persia and whose Shaikhs in summer make their appearance at Harthab, Abul Khansib and Dv'aip upon the Shatt-al 'Arab.

In religion the Bani Malik are Shias. Their habitations are huts, their crops are wheat, barley and maize, they are cattle-owners, but they have no horses, camels or sheep. The tribe are now well armed with Martini rifles. The Bani Malik above Qurnah appear to be subject to the chiefs of the Muntafiq.

#### MUHAISIN.

A powerful Arab tribe of which the ruling Shaikh of Muhammarch is the head in Southern 'Arabistan.

*Distribution*—The headquarters of the tribe are in Persian territory, and a majority of the Muhaisin are probably Persian subjects, but they also occur in large, and perhaps not much inferior numbers in Turkish 'Iraq.

Chimaiyan, Qajarayeh, Drisyeh, Nathareh, and Salaihawiyeh, but of these only Milahan, Ismaili and Qajarayeh are occupied at other seasons than those of cereal cultivation.

In Turkish 'Iraq the Muhaisin are settled upon the Shatt-al-'Arab, chiefly below Basrah, their principal places on the left bank being Mohiyah, Kut Ghadban, Kut ash Shaikh, Kut

*Divisions and numbers*—The Muhaisin in Turkish 'Iraq appear to belong almost entirely to the Bait Kana'an section.

The fighting strength of the Muhaisin proper in Persia territory would appear to be about 6,000, and the present Shaikhs

of Muhammarch estimates it at double that number, but a computation by settlements gives the total number of Muhaisin in Persia as about 12,000 soul only. It is estimated that about two thirds of the fighting men of the tribe are armed with rifles and that about one sixth of the total muster are provided with horses.

*Mode of life and character*—The Muhaisin in Persia are a settled but not altogether a sedentary tribe having their permanent headquarters in the Muhammarch District; at their homes they are cultivators of dates, but they also grow wheat and barley upon both banks of the Karun as far up as Morn and even in the vicinity of Uaz. Their custom is to leave the Muhammarch neighbourhood in November for their grain lands on the Karun in February after sowing these, they return to Muhammarch to fertilise their dates in May they visit the Karun to reap their crops of wheat and barley, in June or July they reappear at Muhammarch in expectation of the date harvest, which begins at the middle of July. The Muhaisin own many sheep and goats, some cattle and a few buffaloes, when they return from the Ahwaz to the Muhammarch District they leave part of their flocks in charge of section of the Uawiyeh tribe. In religion, except some of the Bait Ghanim, who are Sunnis, the Muhaisin are all Shah Muhammadans. They are described as a cheerful and lazy race, thoroughly amenable to tribal custom and authority.

*Origin, history and political position*—The Muhaisin are said to be descended from a certain man whose name was Muhaisin and from his son in law Kasib (pronounced Chasib). Tradition represents these individuals as belonging to a tribe of the Muhammarch District whom the encroachments of their neighbours the Ka'ab, compelled to emigrate and to settle on the Tigris under the name of Al Husain Pasha. Muhaisin and Kasib however were not the names of the site of the ancient town

The later authentic history of the Muhaisin is included in that of 'Arabistan. Here it is enough to observe that on the conclu-

nominees of the Ka'ab Shaikh. Shortly afterwards, the Shaikh of the Ka'ab having been deported to Tehran the Fallahiyeh District was placed in charge of his Muhaisin rival, and except during one short interval from 1860 to 1862 the heads of the Ka'ab tribe have ever since been in subordination to the Shaikh of the Muhaisin, or as he is now generally called the Shaikh of Muhammared.\* At the present time the Muhaisin, in consequence of the authority wielded by their head over all the districts of Southern Arabia may be regarded though still outnumbered by the Ka'ab, as the paramount tribe in all that region.

### MUHAMMAD (AL BU)

A large but sociably if not end possibly non-Arab tribe scattered partly in Turkish Iraq and partly in Southern 'Arabistan through the  
 M'ad

versa  
tribes

*Distribution*—From 'Amrah down to Azar the Al Bu

quarters at Ghishaysh—in at Suq ash Shuyukh the buncher of palm on the left bank of the Shatt al 'Arab between 'Ali on the right bank some miles above Basra the town and parts of the Kuti al Amrah Qdir. One of the principal settlements is Majaz al Khur and Qatit Salih is the chief market town. Wandering M'ad men, probably of this tribe, appear with their buffaloes etc. in seasons in the Muhammared and Fallahiyeh Districts of Southern 'Arabistan.

*Divisions*—The sub-divisions of the Al Bu Muhammad are said to be "innumerable as worms" but none of them are well enough known to deserve mention, and no estimate of the total strength of the tribe is possible.

*Mode of life and social matters*—The Al Bu Muhammad all live in reed huts, and within the limits of the tribal territory

\*The Shaikh it is said now sometimes styles himself as "Shaikh of the Ka'ab."

Numbers of them are perpetually on the move, engaged in fishing and shooting, nevertheless they may be regarded as a settled tribe. Their principal occupation is the breeding of buffaloes of which they possess enormous herds, and of cattle. Syrian purchasers sometimes obtain as many as 2,000 to 3,000 head of stock from them at one time. They have no sheep or camels, and their horses are few and inferior. Their principal crops are rice, maize and mazza grown on lands reclaimed from the swamps. A curious feature of the tribe is a custom of congregating in spring with their immense herds of buffaloes on the grazing lands nearest to Amrah town and not less remarkable are the vast number of bitumen covered *mashahif* which they keep for the navigation of the marshes and their skill in handling these light craft.

The Al Bu Muhammad are Shi'ah Muhammadans except a few who are Sunnis, but they are despised by the neighbouring Arab tribes who refuse them their daughters in marriage and allege as evidences of their inferiority their intermarriage with Persian tribes the presence of Persians settled in their midst, and their own principal occupation as herdsmen of buffaloes. The women of this tribe are accounted handsome and do not veil their faces. It is said that the Sheikhs of the Al Bu Muhammad and the Sayyids who live among them enjoy far more latitude than the Quran permits in regard to the number of their wives.

*Arms and political position* — The Al Bu Muhammad, down to

#### MUSTAFIK

The largest and most powerful Arab tribe in Turkish Iraq.

at some time displaced by the Muhaisin some of them how

the Muntafik are scattered and their chief settlements intervene between them and the Tigris bank from Kut al Amarah to Azair. It follows that the bulk of the tribe were under the Government of Basrah and comparatively few under that of Baghdad. The chief towns in the Muntafik country are Suq ash Shuyukh, Shatrat al Muntafik and Nuuriyah, and the tribe also frequent the town of Samawah.

**Divisions**—No estimate of the number of the Muntafik is possible and their sub divisions are innumerable but they are sometimes classified under the three heads of Ajwad Bani Said or Sa'ad and Bani Malik, of these the first are predominant in the Euphrates Valley above Hammar, the second are chiefly found upon the Tigris and Shatt al Arab and have their centre about Qurnah and the third which are not very numerous widely disseminated being found on the Euphrates Tigris and in the Hawizeh district.

sense occasionally separate themselves from the general body and this is considered to be the position at present of the Bani Malik and in a lesser degree of the Ajwad. Various client tribes

\*\*

**Mode of life**—A large part of the Muntafik tribe is still bedouin but the remainder inhabit tents reed huts villages and even towns cultivate the land grow dates, and breed sheep, cattle buffaloes and camels, many however even those who belong to the settled pastoral sections rove the desert in spring with their flocks and herds for the sake of the grazing. The Muntafik women do not veil their faces.

**Religion and political position**—The tribesmen generally are Shi'ah but the ruling Shaikhs and their sub division, called the Sadr, are Sunnah.

The Sa'iden are said to have come from Mecca not quite 500 years ago, and their authority over the tribe was unlimited till about 20 years since, when the Turks removed the Shaikh of the day from the official headship. Some of the desert sections still ignore the Turkish Government and obey no orders but those of the Sa'iden. The Muntafik are at enmity with the Bani Rabi'ah and with the Northern Shammar. In war they carry swords and lances, and they are well armed with rifles, chiefly Martini, a large proportion of their mounted men are camel riders. (See also page 85.)

### Rabi'ah (RAWI)

A strong and well to do Arab tribe in Turk sh 'Iraq

*Territory*—The Bani Rabi'ah inhabit both sides of the Tigris in the neighbourhood of Kut al Amarah on the left bank their territory extends from opposite Bighulah to Kut al Amarah and on the right bank from Bighulah to Shuhk Si'ad with a depth in either case of 20 to 25 miles from the river. They are also found sporadically in other places, as for example at Mahmudiyah on the route between Baghdad and Karhala.

*Divisions and number*—The principal divisions of the Bani Rabi'ah are the Amarah the largest of the clans and the one

the right bank of  
the Mayyish in the  
of the Shatt al

Khammas—upon the left bank of the Tigris. A section called Karmash are found chiefly in the Kut al Amarah Qadha; the most important of their sub-sections are (1) the Kawam who are found on the left bank of the Tigris between Kut al Amarah town and occur also in the Kadhimain Qadha and (2) the Bani Tamim who are represented as Sayyids by the other Bani Rabi'ah and wear their hair long, they engage in agriculture and also in robbery, and some of them are considered to belong to the Bani Lam rather than to the Bani Rabi'ah. There is also a predatory section called Kinanah every member of which owns a breech-loading rifle.

In number the Bani Rabi'ah are inferior to the Muntafik and the Bani Lam but no exact estimate is possible.

*Religion and life*—All the Bani Rabi'ah, with the exception of the Kawam, are Shi'ahs by religion and live in tents; they cultivate themselves and employ others to cultivate for them, their chief crops are wheat and barley. They possess many sheep, cattle, horses, and camels.

*Military strength and political position*—About one fourth of the fighting strength of the tribe are horsemen and are well mounted. A proportion of old fashioned firearms is still carried by the Bani Rabi'ah, who are in fact on the border line between the well-armed tribes of Lower and the worse armed tribes of Upper Iraq.

As revenue to the Turkish Government the Bani Rabi'ah pay one fifth produce on account of lands classified as easily irrigable, and one tenth for those which are only irrigable with difficulty. There is also a tent tax of 3 Majdis a year, but it is not rigorously collected.

#### SALIK (BANI)

A large and strong Arab tribe of the Hawizeh district in Southern 'Arabistan, amounting to perhaps 15,000 souls. Their

territory is about 100 miles,  
boun-  
west it

The  
on and  
t 3,000  
arshes,  
move  
of the  
otmen,  
e tribe

is Shi'ah in religion.

#### TURUF (BANI)

A large and powerful Arab tribe in the Hawizeh district of Southern 'Arabistan, numbering some 20,000 souls and occupying the whole of the country watered by the Karl heh below Kut Nahr Hishim, including the marshes. The seat

of the tribe is at Al Fu 'Ailhar, is at  
stream several hours  
e there is a bazaar of

A colony of the Bani Turuf has recently been planted by the Shaikh of Muhammareh on the Khaz'ih canal in the Tellahiyeh district, and by some the indigenous inhabitants of Ma'ur are believed to be of Bani Turuf extraction.

The Bani Turuf are Shi'ahs. They live in huts made of mats, reeds and grass and they subsist chiefly by agriculture, but are also stock breeders rice is their staple crop, some wheat and barley are also cultivated by them and they are said to own 20,000 head of buffaloes and cattle, but no sheep. They export large quantities of rice and hides to Amarah and Hawrreh, and send ghi by direct caravan to Muhammareh and Basrah. Piece goods, sugar and coffee they obtain principally from Amarah, but their tobacco comes from Shushtar.

The Bani Turuf fall into two main divisions, the Bait S'ad and the Bait Sayyid and can muster about 500 fighting men, of whom two thirds possess rifles but only some 50 men, belonging to the families of the Shaikhs, are mounted.

The Bani Turuf have from time to time resisted the authority of the Shaikh of Muhammareh in the Hawrreh district, but without much success. They are generally characterised as thieves and robbers.

#### ZUBAID

A numerous and widely distributed Arab tribe in Turkish Iraq, their territory covers the whole of Mesopotamia from Baghdad city and Musaiyah on the north to Bghalah and the Daghara marshes on the south.

With the exception of the Bani 'Ajail and 'Azzah (or some of those sections) who are Sunnis, the whole Zubaid tribe is Shi'ah. They dwell in the usual black tents, or at best in huts; they are agriculturists, cultivating wheat, barley, rice and maize, but not sesame, and they breed horses, camels, cattle, and sheep, but no buffaloes.

The Zubaid are not as yet particularly well armed with rifles. They are politically allied with the Dilaim and have a standing feud with the Northern Shammar. Their recognised chief at the present time is Rashed Baig who lives 10 or 12 miles west of Suwaish.

## LANGUAGE

The most generally spoken language in Mesopotamia is Arabic. The Turkish official spoke Turkish and some of them French in addition. Hindustani and English are little understood. Persian is spoken.

## THE MUHAMMADAN RELIGION

The cardinal doctrine of the Muhammadan religion, which is called "Islam" (literally "submission to God"), is pure theism, formulated in the words "There is but one God." It also accepts the divine missions of Moses, Christ, and Muhammad.

A final judgment, an after-state, a heaven and hell, good and bad spirits, and guardian angels are amongst the tenets of the religion, which inculcates also the virtues of almsgiving, truth, honesty, and mercy to animals. Its rites include punctilious and ceremonious prayer, ablutions, circumcision, pilgrimage, and abstinence from alcoholic drinks.

The holy book of the Muhammadans is the Koran, which is written in Arabic and was compiled from the sayings of the Prophet. It embodies portions of the Old and New Testaments. Both Christians and Jews are considered as possessing the scriptures, and are called by Moslems "People of the Book."

Of lesser importance than the Koran, but also much venerated, are the "Sunnat", or traditions of the faith.

Muhammadans are divided into two main sects--Sunnis and Shi'ehs. Of these the former are generally regarded as the Orthodox party.

The Sunnis acknowledge the succession of the first four Khalifahs, Abu Bakr, Omar, Othman, and 'Ali, as rightful successors of Muhammad, and the subsequent Khalifahs down to the present Turkish Sultan. These are all considered to have inherited the spiritual and temporal supremacy bequeathed by the Prophet.

The Shi'ahs who are held to be heretics by the Sunnis, deny the first four Khalifahs and the present succession. They recognize as the first true Imam 'Ali who married the Prophet's

daughter, Fatimah, and had two sons, Hassan and Hesam. These two, early in the history of Islam, took up arms against the reigning Khalifah and were defeated in battle, their dynasty soon ceased to exist.

The Shi'ahs now acknowledge no spiritual head, but look for the re-appearance of Imam al Mahdi. Their chief temporal prince is the Shah of Persia. In distinction to the Sunnis, who hold that truth can only be found in tradition, they maintain that certain learned doctors have a right to use their judgment.

A third section of Muhammadans are the Wahabis, who are generally akin to the Sunnis, but are reformers of a puritan type. They inhabit Central Arabia.

A fourth division are the Veors, who are otherwise Sunnis, but regard their own Sultan as Khalifah.

All the chief centres of Islam : e., Mecca, Medina, Constantinople, Damascus, Baghdad, Cairo, Delhi, Kabul and Peshawar, are thus Sunni. The main places of pilgrimage for the Sunnis are Mecca and Medina in Western Arabia, while the Shi'ahs holy cities are Karbala, to the south of Baghdad, and Meshed, in north-east Persia.

The Haj, usually so called as the Sunni pilgrimage from Constantinople and Cairo to Mecca. But many thousands of Persians and Indians go yearly to Karbala, and some, though far fewer, to Mecca.

The Muhammadan religion in Turkestan differs from most other faiths in having no regular priesthood. The Ulama or 'learned', were originally no more than a body of interpreters of the Koran. But as the Koran contains not only the ecclesiastical but also the secular law, this body soon came to exercise a considerable influence in the councils of the state. This influence has almost invariably been exerted in a spirit hostile to Christianity and to general progress. The head of the Ulama is the Shaikh ul Islam—an official who, in certain matters of doctrine, wields a power equal to that of the Sultan himself.

Another potentate of great local power is the Grand of Mecca who is the head of the Qorash tribe,

guardian of the holy places, and the feudal chief of half the tribes of Arabia.

The Sultan, however, is the Khalifah or accepted spiritual head of Islam, as well as the temporal sovereign of Turkey, and his position and prestige throughout the Muhammadan world are indissolubly bound up with the Khalifate, which itself largely depends on the possession of the holy places in Arabia.

## CHAPTER IV.

### RESOURCES.

#### WATER.

Kuwait — See page 41.

*Umm Qasr* — There are three small wells of brackish water in the Turkish fort about 8 feet deep. It is reported that there are other wells "with a plentiful supply" about 250 yards to the north of the fort. The level of fresh water, which is only slightly brackish, is said to be only 8 feet below the surface. It would probably be advisable to arrange to supplement the water supply from ships, for any body of troops exceeding two battalions.

*Fao* — At the Fao telegraph station there are seven tanks, each with a capacity of 400 gallons. Drinking water is also obtained from the Shatt al 'Arab.

*Basrah* — Best water is from the open stream of the Shatt-al 'Arab, but this is not very wholesome owing to drainage from swampy areas. The water from the 'Ashar canal is drunk by the poorer classes, but as they use the canal as "wash tub, bath, dust bin and cess pool," it had better be avoided.

Norton tube wells would be useful at any camp away from the river, and their use was recommended after the 1857 expedition. Watering animals in the river is difficult, as the banks shelf and after the fall of the tide near Muhammaraib a large extent of muddy bank is exposed. To obviate this difficulty pumps, with a length of pipe to run the water into troughs, should be taken.

*Baghdad* — In some quarters of the town water is laid on by pipes from the Tigris, the water is pumped up by an oil engine, but no attempt is made to filter it, and the salt is not even allowed to settle. In other parts of the town water is provided by carriers.

Many houses have private wells, but the water in these is not sweet and not suitable for drinking, the level in the wells varies with the level of the Tigris.

In 1911 estimates were being prepared to provide the town with a proper water supply

For water supply of towns along the Tigris and Euphrates see pages 26 to 30, and also Routes in Chapter VIII (See p 123)

*'Arabistan*—The water of the Karun, Diz, and Jarrah rivers is good and sweet, there is therefore no difficulty about scarcity of water at Muhammarch, Ahwaz, or Shushtar, or anywhere on the routes connecting these places. (See pages 167 to 178)

On the cross route Maksar to Ahwaz water is scarce

At Ramuz water is good and plentiful

See note regarding Norton tube wells under Basrah.

*Muhammarch*.—At Muhammarch the water of the Karun river (*i.e.*, the Hafar canal or Bahmenshir canal) is considered to be better than that of the Shatt al Arah, while both are better than the water of the irrigation canals which take off from the rivers. Wells at Muhammarch only obtain brackish water. In 1857 water tapped at a depth of 23 feet, one mile inland, was also found to be brackish.

*Bandar Ma'shur*—At Bandar Ma'shur water is rather scarce and some of it is not good. It consists of the following—

- (a) An open tank, to the east of the town, upon which the townspeople depend for 8 months of the year
- (b) Many small wells in the town with brackish and unhealthy water
- (c) An underground cistern west of the town with excellent water, kept as a reserve
- (d) The river Jarrah with excellent water, but about 15 miles distant

#### SUPPLIES

*General*.—There is comparatively little production in this region generally. Dates form the main article of export. The

was 15,000 tons

Corn is sown about November and December and harvested in May or June. An autumn crop of maize, harvested about December, is often raised as well.

In the Bagdad Wilayat in 1905 a tax was levied on 57,000 buffaloes and 122,000 sheep.

The following table gives amounts available locally. How far these figures would be able to be realized in war, cannot be estimated —

Article	Mohammed	Basrah
Fuel	Date trees some coal and oil Wood	Date trees Wood
Food	Wheat, barley, rice, beans, dates, vegetables, fruit, peacock feathers, bullocks, sheep, fish	Wheat, barley, rice, beans, dates, vegetables, fruit, peacock feathers, bullocks, sheep, fish
Feeders	Camels, horses, mules, donkeys, cattle, sheep, goats, swine	Camels, horses, mules, donkeys, cattle, sheep, goats, swine
Suppliers		
Wheat	Fluctuating and uncertain. A large amount is sent at Basrah is often from Arabia.	10,000 tons.
Barley	Plenty	10,000 tons.
Rice	Large stock usually available figures given	10,000 tons.
Beans	No estimate available	500 tons.
Dates	Plentiful	Plentiful
Vegetables	No estimate available	Available from Zabahr poor quality
Fruit	Some	Plentiful
Peacocks or bullocks	Some (infected)	200
Sheep	Plenty	100,000.
Fish	Frothy	Very Little

*Supplies in 'Arabistan*—Wheat and barley are exported in large quantities from 'Arabistan, during the summer and autumn. Rice is imported from Hindiyah and Fallahiyeh to Muhammarch, where there are large stocks in the bazaar. Dates are the staple food of the country.

The districts affording the best supplies are the banks of the Karun river especially above Ahwaz, Shushtar, Dizful, Fallahiyeh, Hindiyah and Ramuz. These could provide sufficient grain for the needs of at least one division. Shushtar alone, which also has many water mills could probably supply the needs of one division for several months. Ahwaz could probably support a brigade for a month. Mesopotamia could also provide large supplies of cereals.

Sheep, goats and cattle are obtainable in North Arabistan but not so easily in Southern Arabistan. Between December and February sheep and goats are difficult to obtain.

At Muhammarch there is only one large flour mill. Onions, beans and fish are procurable and there is a good bazaar for native goods. Milk is scarce. Apples are obtainable in May melons and dates in August.

At Bandar Ma'shur there is scanty grazing, and very little cultivation, fodder is brought from the Jarrah or Hindiyah districts. Fuel is obtainable from small bushes only, which are cut within a radius of 10 miles.

... are fuel  
Fuel

At Dizful in spring the grazing is excellent.

#### TRANSPORT

Transport	Muhammarch	Basrah
Wheeled vehicles	N/A	N/A
Camels	1,000	200. Probably a large number could be obtained from Zubair. No figures available.
Donkeys	No information	200
Horses	No information	1,000 including 200 pack. Targo members are brought here in the autumn months for shipment to India.

*Ba*ghdad.

In the whole of the Baghdad *wilayat* the number of animals upon which tax was collected in 1905 was —

Camels	..	..	87,787
Donkeys	..	..	67,416

In addition to these classes of animals there are said to be born annually 85,000 horses, 4,000 mules, and 155,000 head of cattle.

In the town of Baghdad the following transport animals could be procured at short notice —

Donkeys	..	..	1,000
Camels	.	..	1,000
Pack mules and ponies		..	800 (together with 80 four wheeled pilgrim wagons, and 20 local carriages).

Mules can be bought in Mesopotamia, where some 5,000 pack mules are in use. In 1857, 2,500 camels were bought in Basrah and 8,000 mules in Baghdad.

*'Arabistan.*

The mule is more suitable than the camel in 'Arabistan, as water and fodder can be got daily, whilst camel grazing is apparently scarce.

With at least one month's notice and the inhabitants friendly, the following transport might be collected —

	Mulks.	Camels.	Dogs.	Leys.
Ramuz	..	..	200	..
Shuahtar and from Balbitaris			300	..
Dizful and from Lure		..	1,000	300
Fallahiyeh and Hindiyeh	..		100	..
Muhammarch	..	..	..	1,000

Caravans complete with native equipment and *charabadas* under their own headmen should be engaged.

No bullocks are available in 'Aralistan

For Resources Kuwait, see page 42

#### TRADE.

There is comparatively little production in Mesopotamia generally. The date palm constitutes the principal feature in the

practically nothing on account of inadequate rainfall during the winter and tribal disturbances.

Other articles of export include carpets (mostly from Persia), liquorice and seeds also an average yearly of 2 000 horses to Bombay

The total value of the export trade from Basrah in 1909

As regards the carrying trade from the port of Basrah the total tonnage of ships entering and leaving the port amounted in 1909 to 3'3 491 tons of which 3'729 were British and 12 723 Turkish

There is a branch of the Imperial Ottoman Bank at Basrah

The following lines of steamers used to call regularly at Basrah and Muhammaraeh

- The British India Steam Navigation Company, running weekly with Gulf mails from Karachi and Bombay, and fortnightly with local mails
- The Bombay and Persia Steam Navigation Company, every fortnight from Bombay
- The Anglo Arabian and Persian Steamship Company, direct from England
- Bucknall Brothers, direct from England
- The West Hartlepool Steamship Company, direct from England
- The Hamburg Amerika Line used to sail monthly from Hamburg and Antwerp
- A Russian subsidised steamer calls three or four times a year, and an occasional Austrian Lloyd.

For the date season numerous steamers are chartered

The European firms with offices at Basrah are —

- (i) Lynch and Company Employed in the carrying trade up Tigris and Karun rivers.
- (ii) Gray, Mackenzie and Company Shipping Agents.
- (iii) Strick and Company Shipping
- (iv) MacAndrew, Forbes and Company, American firm Exporters of liquorice.
- (v) Basrah Trading Company, British firm. Exporters of dates and grain
- (vi) Messrs Wohlhaus and Company, German firm. Agents for Hamburg Amerika Line.
- (vii) Russian Steamship and Trading Company, of Odessa, also has an agency.

Three British (European) firms had agencies in Baghdad —

- 1 Messrs Lynch and Co., of the Euphrates and Tigris Steam Navigation Company

Caravans, complete with native equipment and *chariadas* under their own headmen, should be engaged.

No bullocks are available in 'Arabia

For Resources, Kuwait, see page 42

#### TRADE.

There is comparatively little production in Mesopotamia generally. The date palm constitutes the principal feature in the

practically nothing on account of inadequate rainfall during the winter and tribal disturbances.

Other articles of export include carpets (mostly from Persia), liquorice and seeds, also an average yearly of 2 000 horses to Bombay

The total value of the export trade from Basrah in 1903 amounted to £ 1 504 000 of which about half came from Baghdad, and of which about 50 per cent went to the British Empire. The value of the imports exceeds the value of the exports by £ 856,102, the principal items being cotton silk and woollen goods, and sugar. Nearly the whole of the imports go to Baghdad, and somewhat over 50 per cent come from the British Empire.

As regards the carrying trade from the port of Basrah, the total tonnage of ships entering and leaving the port amounted in 1909 to 373,191 tons, of which 357,729 was British and 12,723 Turkish.

There is a branch of the Imperial Ottoman Bank at Basrah.

The following lines of steamers used to call regularly at Basrah and Muhammaraeh

The British India Steam Navigation Company, running weekly with Gulf mails from Karachi and Bombay, and fortnightly with local mails.

The Bombay and Persia Steam Navigation Company, every fortnight from Bombay

The Anglo Arabian and Persian Steamship Company, direct from England

Buekna Brothers, direct from England

The West Hartlepool Steamship Company, direct from England.

The Hamburg Amerika Line used to sail monthly from Hamburg and Antwerp

A Russian subsidised steamer calls three or four times a year, and an occasional Austrian Lloyd.

For the date season numerous steamers are chartered

The European firms with offices at Basrah are —

- (i) Lynch and Company Employed in the carrying trade up Tigris and Karun rivers.
- (ii) Gray, Mackenzie and Company Shipping Agents.
- (iii) Strick and Company Shipping
- (iv) MacAndrew, Forbes and Company, American firm Exporters of liquorice.
- (v) Basrah Trading Company, British firm. Exporters of dates and grain
- (vi) Messrs. Wenzkauus and Company, German firm. Agents for Hamburg Amerika Line.
- (vii) Russian Steamship and Trading Company, of Odessa, also has an agency

Three British (European) firms had agencies in Baghdad —

I Messrs. Lynch and Co., of the Euphrates and Tigris Steam Navigation Company

2 Messrs' Fluckey, Cree and Co (Agents for Messrs  
Tilneycroft)

3 Messrs Sassoon and Co, of Bombay

There are several German firms

A branch of the Imperial Ottoman Bank is located in  
Baghdad and there are three steam factories, for cloth, ice and  
corn, respectively

For trade of Kuwait see page 42

## CHAPTER V

### MILITARY

Gov  
the  
the command of the 1st Turkish Army Corps in January 1912 (\*)

Turkish Peo  
my after Germa  
and rs to mon.

The appointment was made on the ground that "the results of the employment of foreign advisers were unsatisfactory, and it was therefore proposed that foreign officers should enter the Turkish service altogether and receive actual commands. This course had already been adopted in the appointments of Rear Admiral Limpus to command the navy, and of the English Colonel Hawker to command the gendarmerie in Armenia.

Owing however, to the protests of Russia, the status of General von Sanders was changed and he became Inspector-General of the Turkish Army instead of Commander of the 1st Army Corps. A Turkish General was appointed to the command of the 1st Army Corps with a German officer as his Assistant.

The "Military Mission" which accompanied General von Sanders to Constantinople comprised ten other German officers. Of these General Eronaart V. Schellendorf was appointed Assistant Chief of the General Staff.

The Grand Vizier assured the Ambassadors of the Triple Entente that the functions of General von Sanders would be strictly confined to purely technical questions, and military training—in other words that the duties of the German military mission would be purely instructional.

By the end of May 1914 the numbers of the Mission had risen to close on 50 officers. Under the new scheme (May 1914) the Turkish Army is to be organised in 13 Army Corps and 2 independent Divisions.

One Army Corps of 3 Divisions each were to be quartered in Thrace and Western Asia Minor. The three Army Corps on

the Russian frontier were to be brought up to full strength, i.e., 3 Divisions each.

The Arab provinces were to be held by 5 Army Corps of 2 Divisions each, and 2 independent Divisions, total 12 Divisions.

The total strength of the Army is now 38 Divisions, as against 43 Divisions in 1910 and it is better concentrated than when Turkey held Albania, Macedonia and Tripoli.

Each division is composed of three regiments and a Rifle battalion. To each Army Corps should be attached a 2 battalion Rifle regiment, but only nine such regiments exist at present.

**Strength of Units** It is difficult to form any idea of the war-effective of these battalions. The peace effective of those which have passed through Constantinople on their way to their new quarters in Asia Minor varies from 300-400 bayonets, whilst those stationed at Constantinople average 400.

**Cavalry** The Turkish cavalry is underhorsed and will not be able to put more than 50 per cent of its nominal effective into the field for some time to come.

**Artillery**

**Transport and Medical** Very heavy expenditure must be made to supply these deficiencies. Nothing seems to have been decided as to the reorganisation of the Transport and Sanitary Services. The

*Distribution of the Turkish Army*

Corps	Headquarters of Corps.	Division and District Headquarters.	Strength	Guns
I	Constantinople	{ 1 Constantinople " Constantnople 3 Scutari	" 0,000 (1)	148
II	Adrianople	{ 4 Adrianople 5 Adrianople 6 Kirk Kilisich	15,000 (1)	84
III	Haidar Pasha	{ 7 Haidar Pasha 8 Balikesir 9 Gel poli	13,500 (1)	60
IV	Smyrna	{ 10 Smyrna 11 Denizli 12 Burdur	21,500	122
V	Angora	{ 13 Angora 14 Kastamoni 15 Tuz et	21,500	124
VI	Aleppo	{ 16 Aleppo " 4 Aleppo " 5 Adana	" 1,500	116
Independent		" 1 Afr		
Independent		{ 22 Illipas		
VIII	Damascus	{ 23 Damascus 23 Damascus " 2 Hafsa	19,600	122

*Distribution of the Turkish Army—contd*

Corps	Headquarters of Corps	Division and Divisional Headquarters	Strength	Guns
IX	Erzerum	{ 17 Erzerum 28 Erzerum "9 Erzerum	20 000	102
X	Ersinjan	{ 30 Ersinjan 31 Ersinjan 32 Silas	16 000	98
XI	Van	{ 18 Van 33 Van 34 Mesh	16 500	69
XII	Mosul	{ 35 Mosul 36 Kiluk	11 500 (11 000)	54
XIII	Baghdad	{ 37 Baghdad 38 Basrah	11 000	42
VII	Yaman	{ 39 Sanjak 40 Medjidiah	9 000 (?)	24

### TURKISH TROOPS MESOPOTAMIA.

In 1912 the Turkish Army was reorganised into Army Corps. Some progress in this reorganisation was made in Europe and Asia Minor but in Mesopotamia funds were not forthcoming, and little had been done by 1913, when the Balkan War threw everything still further back.

The rank and file of the 12th and 13th Corps are mostly Arabs, the remainder being Turks. An element from Asia Minor (both Moslem and Christian) and a few Kurds.

The infantry are hardy and good natural soldiers, but are not well trained in Mesopotamia. They are armed with Mauser rifles of two or three different patterns.

The artillery in the 12th and 13th Corps are still mostly armed with old pattern (O.P.) guns. The only Q.P. guns at Baghdad and  
at Bagdad and  
75 c.m. Krupp

The cavalry regiments are not well mounted, and not highly trained. They are barely a match for the local Arab mounted tribesmen.

*Strengths*—The total actual strength of the two corps in regular troops in 1914 was as follows—

#### Baghdad (and Basrah) Muzal

Rifles	..	..	3,280	4,720
Sabres	..	..	900	830
Guns	.	.	53	55
Machine guns	..	..	6	..

To expand the above regular (muzam) formations to war strength the *ihzîm*, or active reserve, would be called out. It is doubtful, however, whether the most strenuous efforts could add more than 50 per cent. of personnel to the above actual strengths of the regular units.

The *Pedî*, or second reserve, has almost ceased to exist in Turkey since the Balkan War of 1913. Nominally the 12th and 13th Corps each have two *Pedî* Divisions, the nominal strength of which is 30,825 rifles.

The numbers actually under arms at the depots in 1914 were about 10 or 12 per regiment. Their rifles were stored elsewhere.

In place of the commanders of Redif Divisions, a number of officers commanding reserves have been appointed to various stations but it is not known how these reserves are to be employed in war.

Total nominal strength.

The nominal strength of the whole of the 4th Infantry and Cavalry is

Rifles	74 685
Sabres	3 600
Guns	120
Machine guns	48

There are 11 frontier companies each nominally 100 strong which were raised in 1912 from a nucleus (10 each company) and

Frontier Companies from about 600 men.

The following table gives details of units and strengths

#### NOMINAL WAR STRENGTH.

Nizam Division.—(Under organisation of 1912.)

##### Infantry—

1 Nishanji battalion	..	1	10 650
3 regiments each of 3		1	10 battalions
3 battalions	..	1	@ 1,065
Each battalion comprises 3 companies			
and 1 cadre company			
Each regiment was to have 1 machine			
gun company (4 guns)	..	12	machine guns

*Artillery —*

1 Regiment of field artillery (3 batteries) (old pattern guns). 18 guns.

*Mountain Infantry —*

One company . . . . 100 rifles.

## ARMY CORPS.

*Divisions —*

2 Nizam Divisions	..	. { 21,500 rifles 36 guns. 24 machine guns.
-------------------	----	---

*Corps Troops —*

1 Cavalry brigade (3 regiments @ 600 each) 1,800 sabres

6 Mountain batteries (4 guns) (only one battery has Q. F. guns) 24 guns.

1 Engineer battalion (4 companies with pontoon train) 400 rifles.

1 Telegraph company .. ..

1 Train battalion (100 carts, 2,550 pack mules)

Total	..	. 21,900 rifles. 1,800 sabres. 60 guns. 24 machine guns.
-------	----	---

*Red Divisions —*

(War strength on paper)

Baghdad Division, 3 regiments 9 battalions .. .. 9,555

Karbala Division, 3 regiments 8 battalions .. .. 8,520

Hurkuk Division, 2 regiments 4 battalions .. .. 4,200

Musal Division, 3 regiments 6 battalions. 8,520

Total 30,895 rifles.

In 1914, after the Balkan War there had almost ceased to exist.

S:12,w)GvB

The total war strength on paper of the XIIIth and XVIIth Corps with the Redif Divisions (in 1912) was as follows ---

	74,695 rifles
	3,600 sabres
	120 guns
	48 machine guns.

#### ACTUAL PEACE STRENGTHS

##### XIIIth Mysore Army Corps

###### 33rd Karkal Division--

36th Nishanji Battalion	350 men
103rd Regiment } 107th Regiment } 9 battalions @ 200	1,800 men
103rd Regiment }	

No machine guns with infantry regiments

###### Artillery--

36th Regiment F A 3 batteries	18 guns (O P )
36th Company, Mounted Infantry	150

###### 35th Mysore Division--

35th Nishanji Battalion	350 men
103rd Regiment }	
104th Regiment } 9 battalions @ 200	1,800 men
105th Regiment }	

No machine guns with infantry regiments

35th Regiment, F A , 3 batteries	18 guns (O P )
35th Company, Mounted Infantry	150 rifles

###### Corps troops --

(Headquarters Mysore)

12th Cavalry Brigade, 33rd, 34th, 35th Regiments	800 sabres
4 Batteries, mountain artillery	16 guns (O P )
1 Battery, M A. with Q F guns	4 guns (Q F )

12th Engineers Battalion with pontoon train	120 rifles
No telegraph company	

12th Train Battalion, 50 carts, pack mules

Total ..	4,720 rifles
	850 sabres
	56 guns

At end of 1914 the strength of each of the above division was reported to be—

9450 rifles  
1 sqn cavalry  
100 sappers  
24 guns

There were also 3 squadrons of corps cavalry

#### PEDIF INFANTRY DIVISIONS

In 1912 the strength of the Redif divisions was as follows. The strength of men present permanently is only about a dozen per regiment —

	Rifles
Baghdad Redif Division 9 battalions	2,500
Kur al-Bab Redif Division 8 battalions	2,200
Kirkuk Redif Division 4 battalions	1,400
Musal Redif Division, 8 battalions	2,470
Total	9,370

#### LI TRIBUTION IN 1911 OF BAGHDAD AND KIRKUK DIV. PEDIFF INSPECTION (HEADQUARTERS—BAGHDAD)

##### Infantry.

Division ..	Ba <sub>gh</sub> dad.
Regiment (battalions)	Merjanie
" (3 " )	Hauzma
" (3 " )	Bi qubah .
Division	Kartulu.
Regiment (3 battalions)	"
" (3 " ) .	Kerkh.
" (2 " )	Rasrah.

NOTE A.—The above "Ordre de Bataille" is arranged in terms of the new armament in effect at the present moment. The arrangements are in a state of transition and the units have not yet been distributed according to their new grouping.

## ACTUAL PEACE STRENGTHS

*XIIIth (Baghdad) Army Corps**38th Basrah Division —*

38th Nishanji Battalion	400 rifles
112th Regiment,	
113th Regiment } 9 battalions @ 160	1,440 ,
114th Regiment }	
Less 1 battalion in Qatar	Total
	<u>1 680 ,</u>

No machine guns with infantry regiments, but  
there were two mitrailluses at Basrah 2 machine guns

No cavalry

Field artillery, 4 guns (2 Q F )

Mountain artillery 2 guns

No mounted infantry company

Total	1 680 rifles
	6 guns
	2 machine guns

*37th (Baghdad) Division —*

37th Nishanji battalion

200 men

109th Regiment,

110th Regiment } 9 battalions, @ 135

1 215

70 men  
h 150 men

*Artillery —*

37th Regiment 1st battalion (F A ), 3 batteries, 18 guns and  
180 men

2nd battalion (M A ) 3 batteries, 18 guns and 180 men.

24th battalion of Artillery

2 batteries, one of 4 Q F guns, and  
another of 6 mountain guns

120 men ,  
110 men

13th Fortress Company, 6 guns

*Carabry —*

13th Cavalry Brigade*	
36th Regiment	300 men
Transport, 3 companies, 38 carts, and 160 mules	150 men
One telegraph company	85 men
 <b>Total</b>	 <b>1,000 rifles (about)</b>
	<b>900 sabres.</b>
	<b>52 guns</b>
	<b>4 machine guns</b>

Under the old organization, battalions were located as follows (April, 1911) —

*Aizam* — Baghdad and environs, 11 battalions, single battalions at 'Amara, Nasiriyah, Najaf, Al Hass and Muntafik country

*R'dif* — Baghdad and environs 6 battalions, country north and east of Baghdad 4 battalions, single battalions at 'Amara, Karbalah, Najaf, Hillah, Kut, Diwaniyah and Muntafik country

As regards artillery, it is uncertain what the allotment was. There were from 6 to 9 batteries of old pattern feldguns located in the area and 2 batteries of mountain guns (one battery of these being Q F). There was also 1 battery of Hotchkiss machine guns. Companies of fortress artillery were located at Basrah, Iao, and Baghdad.

In May 1913 Bin Sa'ud of Najd suddenly attacked the Turkish garrisons in Hass and summarily ejected them.

The Turkish garrison of Qatar remained pending the signing of the Anglo Turkish Agreement. It now consists of 150 men of the 112<sup>th</sup> Regiment.

*Fighting qualities of local units of Mesopotamia.*

\*The 31st and 32nd Cavalry Regiments were formed into Guards units  
1911

4,000 horsemen, and a large number of dismounted men (no numbers given), but no *thaluls* (riding camels). The Muntafik carry in war swords and lances. They are also armed with rifles, chiefly Martini's.

In the past they have been in rebellion against the Turkish Government.

The Bani Lam Arab (see page 53) tribe is also usually in a state of passive resistance towards the Turks. They have recently (1914) had trouble with the Shaikh of Muhammareh.

For Bani Turuf see page 62

— \* — \* — \* — \* — \* — \* —

Foot lance with a 100 mm. blade, curved dagger about a foot long, double edged, and very sharp at the point.

For several years the Arabs have been very friendly towards the British, and on several occasions prominent chiefs have come forward with suggestions of a British Protectorate.

#### KUWAIT

The Kuwait unit of organization is the *Khabeer*.

A *Khabeer* consists of 10 men with their arms and probably 100 rounds of ammunition each.

7 *thaluls* or riding camels, with their equipment.

Food for as many days as may be ordered.

The expedition organized in 1910, against the Muntafik may be taken as a guide towards the maximum probable strength of the Kuwait forces, viz.—

600 <i>Khabeers</i>	. . . 6,000 men with 4,200 <i>thaluls</i>
Unorganized Bedouins	6,000
Probably at the disposal of the Shaikh from more southern tribes	4,000
Probable maximum total	<u>16,000</u>

Many rifles and much ammunition have reached Kuwait from Mesopotamia during 1911-14, and the followers of the Shaikh of Kuwait are well armed.

*Defence of Kuwait* — A line of sand hills and somewhat broken ground about a mile outside the town affords a fairly satisfactory line of defence and might be made strong enough by suitable preparation to resist any probable attack. The line extends

the direction and ranging of ship's fire from the stations indicated by the names of the ships taken off to these positions in 1901-02, viz His Majesty's ship "Splendid," His Majesty's ship "Pomone" and His Majesty's ship "Pedbreast." In addition to this strictly naval support native dhows if armed with machine guns would be useful in shoal water on either flank, and would be able to bring fire to bear at a much shorter range than those mentioned with reference to the ships.

Starting from the right or western flank of this defensible line it runs (a) along certain existing excavations and old wells for a distance of about 1,500 yards, (b) thence in a north easterly

direction with a trench or otherwise, closing on the sea near Pass al Ajuzah.

The extent of front thus taken up is approximately 6,000 yards, and as has been said could be supported on both flanks by fire from ships which would be able to bring a cross fire to bear, though at long range, in front of the centre of the position such was the line of defence selected by the Senior Naval Officer in 1901, when it seemed possible that an attack might be imminent.

#### 'Arabistan'

*Persians* — No regular Persian troops of any fighting value exist in 'Arabistan. It is intended, eventually, to locate 500 Gendarmerie at Isfahan and there are about 400 at Jurjan. It is improbable that they would oppose us as a whole, though

individuals might desert to the enemy. There are no other Gendarmes in 'Arabistan or the neighbourhood.

*Irregulars*—The tribesmen with whom we must be prepared to deal are—

- (1) The Arabs of 'Arabistan
- (2) The Bakhtiaris
- (3) The Kuhgalus
- (4) The Lurs, including the Sagwand and Dirakwand, Baitanwand and the Lurs of Pusht-Kuh

The Bakhtiaris and the Kuhgalus both dislike the Arabs, whilst the Bakhtiaris distrust the Kuhgalus, and all are usually at enmity with the Lurs.

Again, internal dissensions in the tribes themselves still further decrease the likelihood of united resistance to our forces. For instance, the Bani Lam are potential enemies of the Shaikh. They never have fought, nor are ever likely to fight, under his banner. The Bakhtiaris, also, are divided into two rival factions.

The inhabitants of the towns, though quarrelsome, are not formidable.

*The Arabs of 'Arabistan*—They are remarkably mobile, whether on foot or on horseback, and are but little hampered by questions of supply. They are fairly well armed, but indifferent shots and poor fighters. The Shaikh of Muham-

cluding a maxim gun. They were intended for use against the Bakhtiaris.

*The Baluchis*—They are not efficient in a military sense, but are good guerilla fighters at a distance if their retreat is safe. They would be better in defending their own hill country than in operating in the plains of 'Arahistan. Internal disputes would probably prevent them acting in concert. They have always looked to England for protection and assistance, but would be ready to serve the highest bidder who ever he was. They could put into the field about 5,000 men fairly well armed and another 10,000 armed with most indifferent guns. About half of these would be mounted.

*The Kuhgalus*—They are disunited by bitter feuds. They resemble the Bakhtians in general characteristics, but are a finer race in physique and are better armed. Enmity exists between many of them and the Bakhtians. They could, if united, put into the field about 10,000 men mostly armed with Martini Henry rifles. Their country is very inhospitable and consequently they indulge in much raiding on their neighbours.

*The Fahl Lurs*—They are a simple-minded people, wary and enduring. They are never so pleased as when engaged in a foray. They are said to trust the word of an Englishman, and to dislike and despise the Persians. They are to be found chiefly in Pusht i Kuh.

*The Sagvand and the Dirakvand*—Relations between these two tribes and the Fahl Lurs are good. In days gone by there have been frequent quarrels with the Wall of Pusht i Kuh, but they seem to have forgotten these and to look upon the Wall as their protector. In 1912 the Lurs were very unfriendly over the survey operations for the Muhammarch Khurramabad Railway.

The Fahl Lurs and the Sagvand and Dirakvand could, if united, put into the field about 20,000 armed men. Arms come into the country from Baghdad. Most Lurs come down to the low country round Dirful in the winter.

The Bairavand is a turbulent tribe living between Khurramabad and Burujird and therefore rather remote.

Whilst it is impossible to foretell what the attitude of the tribes will be, yet the following opinion is given as to their probable action.

The Arabs of Northern 'Arahistan and those west of the Karan might conceivably refuse to side with the Shaikh and us.

-- The well known propensities of the Lurs, Bakhtians and the Kuhgalus for guerilla warfare render them averse from committing themselves far out on the plains of Southern 'Arabistan

It is unlikely that they would make common cause with the Arabs of North 'Arabistan in opposing our advance. The mutual distrust that exists makes it probable that each will concentrate for the protection of their respective homes. It

The probable action of the Wah of Pushti Kuh must also

trality if not his co-operation especially if he saw that his friend and ally, the Shaikh of Muhammarch was on our side. He is reported to be negotiating with the Turks.

In 1910 an alliance was formed between the Shaikh of Muhammarch, some of the Hajji Ilkhani branch of the Bakhtians, Nizam us Sultanz, the Wah of Pushti Kuh and Sulat ud Danleh Qashqai. The object of the league was to protect the members against the Bakhtiari Government.

In 1914 the alliance was confirmed.

The defences of Muhammarch are hardly worth considering, they consist of 5 miscellaneous brass pieces at the eastern end of the town overlooking the river, and a ruined mud wall on the landward side of the town. In 1959 the Persians had erected 4 well constructed batteries on the mainland and 5 of 'Abbadan Island opposite the town. These had casemates and embrasures.

There are 11 old guns in front of the Shaikh's palace at Falyeh, but only two of these are fit even for saluting purposes.

#### *Camping grounds*

Muhammarch—Unlimited space is available on either side of the Karun above the Bahmanshir channel, with good water from the Karun.

A good camp site could be obtained on 'Abbadan Island

ships and re embarking on river steamers.

There is also ample space available north or north west of Muhammreich.

*Basrah*—Turkish troops are often camped on the side of Basrah furthest from the river, where the Zubair track leaves the town. This is above flood level. It is 2 miles away from the river water supply, but water could be obtained from an adjacent creek. There is room for a brigade to camp behind the naval hospital on the left bank opposite the Consulate. This is only 500 yards from the river. Behind this again about 400 yards further away from the river the space is unlimited. A battalion could be encamped at the customs house and there is room for another half battalion on the opposite side of the 'Ashar Creek in the arsenal grounds.

*Bandar Ma'shur*—No details are available. The country to the north of Ban Iac Ma'shur is, however, a saline plain, with patches of grass, and camping space is probably unlimited.

*Umm Qasr*—There is sufficient space at Umm Qasr for the camp of at least one brigade. The soil is hard sand, with small tufts of grass.

## CHAPTER VI. MARITIME TURKISH NAVAL STRENGTH

The only Turkish warship of any importance on the Tigris is the "Marmaris", a gunboat of about 420 tons. She was completed in 1907 and is armed with four 9 prs., two 1 prs., and a torpedo tube above water.

the 37-mm. guns were also sent.

Other vessels of various types are owned by the Turks, but are in various stages of disrepair. These are as follows —

- (i) "Baghdadi", converted cargo steamer. Draught 3½ feet, one gun, 8 knots speed. Carries 81 to 100 men. Used to transport troops between the various ports on the banks of the river.
- (ii) "Alous", draught 3½ feet. Two guns. Carries 60 to 80 men. Speed 8 knots. Used to overawe the Arabs and collect subsidies.
- (iii) "Kilid el Bahr", an ancient gunboat, formerly permanently located at Basrah. Four guns.
- (iv) and (v) "Frat" and "Reaifa" steamers protected with iron plates probably against attack by the Mantafig on the river. To carry two ordinary guns and two machine guns. These are on the Euphrates.
- (vi) and (vii) "Bunayi" and "Ibnut", launches, to be armed with 2 Q. F. guns (1910). No information has been received that this has been done. These are on the Euphrates.

### RIVER NAVIGATION CRAFT.

The following information is mostly dated 1911.

The distribution of river craft in January 1915 is given on page

Lynch and Company have three steamers and a Turkish Company had eight steamers for service between Baghdad and Basrah. (See page 95.)

Lighters belong to—

Bucknall Steam Navigation Company.

Strick Steam Navigation Company.

West Hartlepool Steam Navigation Company.

Bombay Persia Steam Navigation Company.

Another has been ordered by a Parsi firm.

Grey, Mackenzie and Company have one launch, and Strick and Company have another. Three or four others have been seen, but are apparently not in use.

The types of boats are—

- (i) A light keel less boat called a *balam*, 35 to 40 feet long and 30 inches broad. Drawing about 6 inches of water. Capacity, 15 men fully equipped. They are used as punts along the bank, but are towed across the river. Crew two men, who always prefer poling to rowing.
- (ii) Lighters for cargo. Capacity, 20 to 30 tons. Native built. Ample supply.
- (iii) Native built *baghala*s of all sizes. Ample supply.

Lynch and Company have engineering works and a dock for their river steamers under the charge of an English engineer at Magil, about six miles up the right bank of the river.

#### STEAMERS ON THE TIGRIS AND EUPHRATES.

There are three English steamers belonging to the Euphrates and Tigris Steam Navigation Company (Messrs. Lynch Brothers), for use on the Tigris, but they are not permitted to ascend beyond Baghdad.

The names of the steamers are the "Khalil," "Madjidie" and the "Julnar".



There are four iron lighters belonging to the same Company, which are towed to Baghdad by the steamers. They are also used as depots for cargo requiring transhipment, and have a capacity of about 130 tons each, and when loaded draw the same as the steamers.

The following is an average time-table throughout the year of one of Lynch's steamers between Baghdad and Pastrah —

Station	Up stream		Down stream	
	Hours	Mins	Hours	Mins.
Bastrah			4	30
Qurnah	5	20	2	0
Fira & Tomb	4	15	4	10
Alu Qadra	0	30	1	10
'An arah	2	0	4	15
All Sharq	6	15	4	0
All Charkhi	2	45	2	10
Shaikh Sa'ad	5	0	4	30
Kut-al Amara	5	0	4	30
Dighaliyah	7	0	5	0
*Aridiyah	0	0	2	45
Baghdad, jsh	3	45	4	0
Taq-i Kura (Cleophae)	6	30	2	30
Miyah River	5	0	2	50
Baghdad	3	15	—	—
Total time	75	65	47	10

In the summer months, owing to many stoppages, the length of the journey may be increased to four or even six days, as the boats cannot then travel at night.

In addition to the vessels owned by the Lynch Company, a Turkish Company, the Idarah Nahriyah, also owns steam-boats on the Tigris.

This Turkish Company was reconstituted some years ago and subsequently in 1908 the "Grand Baghdad," the first

the presents boats owned by them was placed on the river This was followed by the "Basra" and eventually by six more. Humdoo P. wharne "Mosul" "Euphrates," Ruzafa and Bubishah Thus making a flotilla of eight vessels.

The dimensions of these steamers are --Length 240 feet, breadth, 33 feet height 6 feet 6 inches Full draught when loaded, 4 feet 6 inches speed 12 knots

There are, besides the above four largeres of the same draught for towing Length 180 feet and breadth 25 feet

The following additional craft have recently been supplied by Messrs Thorneycroft —

- (a) Stern wheel steamer Length, 120 feet, speed, 10 knots, for passenger traffic
- (b) Three motor boats Length 70 feet, beam  $9\frac{1}{2}$  feet; draught 3 feet speed 12 knots Intended for passenger traffic (70 passengers), but also to carry a load of 33 tons

In 1909 a proposal was set on foot to amalgamate the two concerns but local opposition was encountered, and the project fell through for the time being

They were amalgamated in 1914 under the name "Mackay Lynch & Co."

Two tugs which arrived at Basrah in March, 1910, for work in connection with the irrigation projects were appropriated by the late Wals for ordinary passenger service, but were subsequently returned to their owners

*Sailing boats and small craft* —Sailing vessels on the Tigris below Baghdad are of 30 tons burthen, drawing about 6 feet when fully loaded, they have one large lateen sail, and a clumsy rudder of great length, in adverse winds they are towed by a rope attached to the top of the mast, the crew tracking along the shore They would be useful for the construction of boat bridges In the low season, in shallow reaches, it is sometimes necessary to unload the cargo, haul the vessel over the obstruction, and load up again They ascend the river to Samarra, which is the highest point they reach and also navigate the Euphrates, and the Huc canal Their chief cargo is corn.

A *qufah* is the circular boat used on the Tigris, 8 to 10 feet diameter, made of pomegranate branches woven together with rope and plastered on the outside with bitumen. The construction is simple and dates from very early times. They are of various sizes, some holding as many as 20 men, while horses, sheep and cattle are accustomed to cross in them. One or two paddles are used. They are found on the Tigris principally, from Baghdad to 'Amarah, and on the Dijlah up to Ba'qubah. They carry a considerable amount of cargo for their size, and despite their shape, are very serviceable, being difficult to overturn.

Below 'Amarah, the Marsh Arabs use a long narrow boat called a "ballam", propelled by a paddle and one long oar. These boats are quicker than but have not the capacity of the Baghdad *qufah*.

#### *Present distribution (1915)*

As far as was known up to January 8th, 1915, the following was the distribution of steamers on the rivers.—

##### In Turkish hands —

###### On the Tigris—

- Basrah
- Baghdad.
- Bourhanie.
- Hamedie
- Mosul
- Khalifa
- Tugs Tehrit
- Pioneer.
- Samara.
- Bulbul

###### Launches Ishtar:

Aziza	{ One of the three was sunk in January 1915.
Setah	

2 steam barges.  
12 barges \*

###### On the Euphrates—

- Frat
- Rusafa.
- 2 motor launches.
- Steam launches "Bunji"
- and "Ikanji."
- A small steamer between Al Dair and MacLane \*

\* Maximum capacity—  
6 of 150 tons  
4 of 190 tons  
2 of 290 tons.

Two of the barges have been reported as sunk at the junction between the Nahr Ratti and Tigris river

The following was reported in January 1915

The towing capacity of launches and tugs is as follows.—

Bulbul	..	.	.	..	two barges.
Tekrit	..	..	..	..	one barge.
Pioneer	..	..	.	..	two barges
Sumatra	..	..	..	..	two barges
Ishtar	..	.		..	one barge.

The speed of steamers down stream in knots and carrying capacity in passengers is as follows —

Vessel			Knots	No. of passengers
Baghdad	..	..	8	1,000
Bourhaul	..	..	6	700
Khalifa	..	..	6	800
Mosul	..	..	5	200
Hamidie	..	..	6	700
Basrah	..	..	8	1,000

There are also 2 steam barges at Baghdad

STEAMERS OF THE KARAVAN LINE

Pojing between Hehuanmarch and Ahuzar (Banjil Nasri)

Name	Owner and date built [Inq]	Draft and tonnage capacity	Passenger capacity	Towing capacity tons	Time taken	Remarks
Hajmala	E T S N Co 1902	3 10*	4144 of age 600	2160 ft x 60 to 70 to 80	36 hr (with 10 min)	
Tarzi	Mohat Tujer 1906	3 65	4144 class 200	21mgs 61 to 44 each	36 hr (with 10 min)	
Jann					as	
Karun					as	
						Remarks 46 similar to the Yatrat had joined the line and is now likely to be avail- able

Plying between Ahwaz and (Shahriyer) Shalash.

Name.	Owner and date of building.	Draft and tonnage capacity	Pasenger capa- city	Towing capaci- ty.	Hrs. taken.	REMARKS.
Ahushan	** Persian Government, worked by the E. T. & N. COMPANY, 1883.	2' 6" 20 ton.	?	1 barge of 40 ton.	30 up, 12 down	
Strander	** Meli ut Trullat, 1907	2' 20 ton.	150	1 barge of 40 ton.	**	Another 40 ton barke is available at Ahwaz

## TIGRIS NAVIGATION

Above Baghdad navigation of the Tigris is usually only by  
 ....  
 up to Samarra, below  
 are used. Of late years  
 increasingly difficult owing

to neglect of dredging operations, the want of supervision  
 over the local Arabs, who cut channels and primitive canals in  
 various unscientific ways, thereby causing the river to silt up or  
 open into broad shallows at embarrassing places, and to the  
 insufficiency of steamer traffic which would help largely to keep  
 open the existing channels.

Between Kut-al-Amarah and Baghdad all steamers stick  
 frequently at times when the river is low and have to be haulled  
 laboriously through shallow and windlog channels, by means  
 of anchors and winches.

About the middle of November sooner or later, according to  
 the season, rain causes the first rise in the river, and navigation  
 improves.

In January, February and March, rain keeps the river fairly  
 full, although the frost in the mountains may lower it.

In March, the snows up country begin to melt and the river  
 to rise, as much as 3 feet being recorded on one occasion in a  
 single night at Baghdad.

In April and May the river is at its highest.

In July and August it falls gradually, because the melting of  
 the snows on the higher ranges keeps up a fairly constant supply  
 of water.

In August September and October, the river is at its lowest  
 but, in the last two months navigation is easier owing to the  
 channels having become formed and known.

The current in the low season is slight, and in flood the  
 swiftest is about 4 miles an hour in the open reaches of the middle  
 river.

Sudden freshets come down while the river is rising, but do  
 not continue long or cause much difficulty to the navigation.

Speaking generally, vessels which draw more than 4 to 5  
 feet of water cannot ascend the river above Qurnah, except when  
 it is in flood. Between Qurnah and 'Amarah is the most difficult  
 stretch of the river for navigation. At Qurnah there is

and by the discharge of the river itself is about 10 feet, extreme high water being about 8 feet above mean sea, and low water minus 1½ feet.

For full report of the journey between Baghdad and Basrah and the country on either side adjacent to the river, see page 136.

#### *Navigation of tributary streams*

The Dyalah is navigated by Tigris sailing craft as far as Ba'qubah about 50 miles above its junction with the Tigris; steamers might also ascend to this point, but, above this, the river becomes shallow, with a wide gravelly channel, and is not navigable.

The Shatt al Hai is a branch of the Tigris, leaving that river at Kut-al-Amarah and joining the Euphrates near Suq ash-

\* \* \* \* \*

not navigable, and from July to November the bed is in many places dry. There are no bridges over the stream,

#### EUPHRATES NAVIGATION.

\* \* \* \* \*

Tigris

to Baghdad.

On the other hand, Sir W. Wilcock reported in 1905† that the Euphrates was navigable throughout the year from Qurnah to

---

\* Report by Mr. Dobbs, I.C.S., on the Navigation of the Euphrates, January 1903.

† The Irrigation of Mesopotamia, 1903.

Samawah and up the Hindiyah "canal" to the Hindiyah barrage, near Musaiyib, for boats drawing about 3 feet of water. From the barrage to Fallujah, navigation was also open all the year round to ordinary native boats drawing 4 feet.

This opinion was generally confirmed in April, 1909, by Lieutenant Colonel Ramsay, the British Political Resident in Turkish Arabia, who undertook a journey by steamer on the Euphrates in that year from the Hindiyah barrage to Qurnah.

Officials in the employ of Messrs. Lynch also performed similar journeys in December, 1908 and May, 1909. Their investigations showed that navigation was practicable for shallow draught steamers (3 to 4 feet draught) during the months stated, which, however, as in the case of Lieutenant-Colonel Ramsay's journey, coincide with the period during which the river is normally at its highest. It is not clear that, without irrigation improvements, navigation would be practicable during the low water season.

It must be noticed, further that in the two preceding opinions the so called Hindiyah "canal" is utilized, this extends from just south of Musaiyib to Samawah and is held by many to have been originally the true course of the Euphrates.

The following account of the course of the river is taken generally from the reports by Sir W. Willcocks and Lieutenant-Colonel Ramsay.

From Fallujah to Musaiyib, a distance of some 50 miles, the average width of the river is 270 yards. The trough of the

works.

Below Musaiyib is the head of the Hindiyah "canal". (See Hindiyah Barrage, page 36.)

and by the discharge of the river itself is about 10 feet, extreme high water being about 8 feet above mean sea, and low water minus 1½ feet.

For full report of the journey between Baghdad and Basrah and the country on either side adjacent to the river, see page 136.

#### *Navigational tributary streams*

The Diyala is navigated by Tigris sailing craft as far as Ba'qubah about 50 miles above its junction with the Tigris; steamers might also ascend to this point, but, above this, the river becomes shallow, with a wide gravelly channel, and is not navigable.

through which it passes. These boats average 80 tons burth and draw 5 feet of water. At other seasons the Shatt-al-Hai is not navigable, and from July to November the bed is in many places dry. There are no bridges over the stream.

#### EUPHRATES NAVIGATION.

It must be remembered that Sir William's proposals include schemes in connection with regulating and distributing the water, not only of the Tigris, but also of the Euphrates, in fact the work suggested touches the question of the Euphrates just as much as that of the Tigris.

to Baghdad.

On the other hand, Sir W. Wilcocks reported in 1905† that the Euphrates was navigable throughout the year from Qurnah

\* Report by Mr. Dobbs, I.C.S., on the Navigation of the Euphrates, Janus 1903.

† The Irrigation of Mesopotamia, 1903.

Samawah and up the Hindiyah "canal" to the Hindiyah Barrage, near Musaiyib, for boats drawing about 3 feet of water. From the barrage to Fallujah, navigation was also open all the year round to ordinary native boats drawing 4 feet.

This opinion was generally confirmed in April, 1909, by Lieutenant Colonel Ramsay, the British Political Resident in Turkish Arabia, who undertook a journey by steamer on the Euphrates in that year from the Hindiyah barrage to Quroah.

Officials in the employ of Messrs. Lynch also performed similar journeys in December, 1908 and May, 1909. Their investigations showed that navigation was practicable for shallow-draught steamers (3 to 4 feet draught) during the months stated, which, however, as in the case of Lieutenant-Colonel Ramsay's journey, coincide with the period during which the river is normally at its highest. It is not clear that without irrigation improvements, navigation would be practicable during the low water season.

It must be noticed, further that in the two preceding opinions the so called Hindiyah "canal" is utilized this extends from just south of Musaiyib to Samawah and is held by many to have been originally the true course of the Euphrates.

The following account of the course of the river is taken generally from the reports by Sir W. Willcocks and Lieutenant-Colonel Ramsay.

From Fallujah to Musaiyib, a distance of some 55 miles, the average width of the river is 270 yards. The trough of the Euphrates is 10 feet deep, down to the level of low supply, and a flood of 11½ feet puts the country under 1½ feet of water, against which it is protected by somewhat ineffective dykes. The depth at low water (autumn) in this stretch is 8½ feet and in flood (spring) is 18 feet velocity of stream (January), 3 feet per second. At Musaiyib is a dangerous curve which needs heavy protective works.

Below Musaiyib is the head of the Hindiyah "canal". (See Hindiyah Barrage, page 36.)

From Hindiyah to Kisf both banks of the canal are cultivated with water lifts, and also by some minor canals. Hindiyah is a prosperous place, and the point of embarkation for Karbala. It contains large quantities of rice and numerous sailing craft. Kisf is a small place.

A short distance below Kisf the canal divides into two, the right branch, now silting up, goes to Kufah, from which place Najaf draws its water supply. The other branch which is the best to follow goes to Hamidiyah, a prosperous place with a boat bridge. Twenty miles below Hamidiyah is the village of Khazam and 4 miles below this the lake of Shunafiyah is entered with a depth of over 3 feet. Nine hours steaming at 5 to 6 miles an hour between high banks is taken to reach Samawah from the end of the lake.

At Samawah the course of the "Euphrates," as distinguished from the canal, joins the "canal" from where it branches off below Musayib. As before remarked, whether or not this or the canal is the original course of the river is a matter of doubt, but in any case the "river" stretch is impracticable for navigation at the present time, being dry for 2½ months in the year, and having quite an insignificant width at the end of the reach.

From Samawah to Suq ash Shuyukh the length is 120 miles. After passing Samawah and before reaching Nasiriyah, the water freely overflows the banks and forms extensive swamps, the channel naturally diminishing in size.

From Nasiriyah to Madinah the Euphrates is navigable for shallow draught craft all the year round, steamers and gun boats usually perform the passage in 1½ to 2 days.

The channel (Saffia) to Madinah, leading from 2 or 3 miles above Suq ash Shuyukh, passes through the lake of Hamar, and emerging from there, it runs through swamps with thick reeds on each side. The Hamar Lake is very shallow.

From Madinah to Qurnah, where the Tigris is joined, there is a deep channel, the swamps continuing on both sides.

The real course of the Euphrates is said by some to be the water channel which runs from Madinah on the edge of the "Khor" or open water to Gurmat 'Ab, 10 miles above Basrah and there connects with the Tigris but the navigation by this route is through extremely difficult and complicated reaches, practicable only for the smaller native boats.

For navigation of Shatt al 'Arab see pages 13 and 103.

#### NAVIGATION IN 'ARABISTAN.

Steamers of 2' 6" draft run up the Karun to within 7 miles of Shushtar, and up the Ab-i Diz to within 14 miles of Daxul.

*Ballams* carrying 5 tons can be towed up the Jarrah river to Khalafabad, and up the Hindyan river to Deh Mulla.

See Chapter VIII, page 119

### LANDING FACILITIES.

#### *Basrah.*

*Anchorage*—Basrah is 67 miles from the sea. Anchorage for steamers in mid stream. Not room for more than 2 abreast, but any number can be up and down the river Shatt al 'Arab which is here 600 yards wide.

*Landing*—The country round Basrah is quite flat everywhere. Any military landing could easily be covered by the fire of ships stationed in the river. The deep muddy creeks in the vicinity would, however greatly impede the movement of troops. Troops could land anywhere on either bank of the river without special arrangements being made.

From the river to the main quarter of the town, 2 miles, there is only one made road, along the southern bank of the 'Ashar creek. The other tracks are almost impassable in wet weather.

*Wharves*—The office and yard of Gray, Mackenzie and Company, is situated close to the mouth of the 'Ashar creek on the south side. There is a wharf on the river front, made of brick, 80 yards long. There is a shed close to the wharf, 50 yards long by 10 yards wide, with open sides and a tiled roof. Height of wharf above water at high tide is about 2 feet. Stores could be landed here. The best wharf, which has a well built iron shed, is at the late German Consulate a quarter of a mile below the former British Consulate,

This is also at the late dépôt of the Baghdad Railway at Magil, a wharf provided with steam cranes and several iron sheds.

Wharves could be easily constructed of date logs of which there is an abundant supply. River front of Lyrech and Company's premises is about 150 yards with an iron shed. Horses are shipped from lighters. About half a mile south of the 'Ashar creek, there is another yard with a shed about 60 yards by 15 yards with open sides and matting roof.

There are no store dépôts. Besides the sheds noted above, the bottom storeys of the European houses along the river.

could be utilized. These houses are two storied and of brick. There is no stone in the country.

*Harbour authorities and pilots*—The British India Steam  
know  
dahs  
also  
would

also be able to pilot steamers up the river. There are many Arabs who are constantly going up and down the river in *baghala*s and would prove useful in bringing steamers up the Shatt al 'Arab.

KONAMMARETHI

*Anchorage.*—(a) Inner Anchorage  $\frac{1}{2}$  mile from the landing place. It can only be used by small steamers up to 600 tons. It cannot be used if the Karun be in flood. There is not room to swing.

(b) Outer Anchorage Between the entrance to the Hafar canal and the west of Dibba island There are moorings for 27 steamers in single file B I boats usually anchor here

*Communication in the shore is by means of ballasts, barges, lighters and barges, of which the following are available, in addition to 5 tugs, one of which is suitable for heavy towing.*

Following launches are also available —

Anglo Persian Oil Company	..	1
Shaikh of Muhammared	..	2
Customs	..	1
British Consul	..	1

The Shaikh of Muhammareh also has a steam yacht.

Name	Capacity	No
Ballams	8 horses, 20 men, or 140 mds	200
Baghalsas	20 horses, 100 men, or 1,120 mds.	50
Iron lighters	20 horses, 100 men, or 1,400 mds	4
Wooden barges	20 horses, 100 men or 1,120 mds.	8

*Landing.*—Landing places of unlimited extent can be found anywhere on either side of the Hafar canal, the Shatt al 'Arab, and the Bahmanshir canal, from barges or launches. A supply of 10 feet planks is necessary. Date palm logs are available for building piers etc., and barges might be used as pontoons. Landing is muddy work, but not difficult except for animals. Landing should not be attempted during strong ebb tides. The rise of tide is 6—9 feet. The following wharves would be useful for landing stores etc.

Anglo Persian Oil Company's jetty on Abbadan Island at which steamers drawing 25 feet can berth

Customs wharf, Muhammarch	50 yds. long
Lynch's wharf Muhammarch	50 do
Nasim Company	No details
About 200 coolies are always available	

#### Fao

*Anchorage.*—Steamers could anchor in the channel of the Shatt al Arab inside the bar, which is about  $\frac{1}{2}$  mile below Fao fort (see pages 14 and 15). There is no anchorage other than the Shatt al 'Arab suitable for effecting a landing near Fao.

*Landing.*—At high tide landing by boats is not difficult at many places along the bank of the Shatt al 'Arab, and one or more of the numerous creeks might also be utilised. At low tide banks of mud are uncovered varying from 20 to 100 yards in breadth, and disembarkation would be difficult. Near the fort there is a small pier for landing material.

At the civil station of Fao, which is about 4 miles above the fort, there is a rough stone jetty with water deep enough at the end of it for native shories or ship's boats.

In case troops had to land over mud or were obliged to cross any creeks after landing it would be advisable to have a supply of 20' planks or other bridging material. Date palms might be utilised.

#### Umm Qasr

*Anchorage.*—There is good anchorage in 10 fathoms  $\frac{1}{2}$  mile from the shore, at a spot 2 miles south-south-east of the fort.

could be utilized. "These houses are two storied and of brick. There is no stone in the country."

*Harbour authorities and pilots*—The British India Steam Navigation Company has three regular pilots, Arabs, who know the river well. They were formerly *nakhudas* of *baghalahs*. The Euphrates and Tigris Steam Navigation Company have also two pilots. The quartermasters of the river steamers would also be able to pilot steamers up the river. There are many Arabs who are constantly going up and down the river in *baghalahs* and would prove useful in bringing steamers up the Shatt al 'Arab.

#### MUHAMMAREH

*Anchorage*.—(a) Inner Anchorage  $\frac{1}{2}$  mile from the landing place. It can only be used by small steamers up to 600 tons. It cannot be used if the Karun be in flood. There is not room to swing.

(b) Outer Anchorage Between the entrance to the Hafar canal and the west of Dahba island. There are moorings for 27 steamers in single file. B I boats usually anchor here.

*Communication to the shore* is by means of *ballams*, *baghalahs*, lighters and barges, of which the following are available, in addition to 5 tugs, one of which is suitable for heavy towing.

Following launches are also available—

Anglo Persian Oil Company	.	1
Shaikh of Muhammarch	..	2
Customs	.	1
British Consul	.	1

The Shaikh of Muhammarch also has a steam yacht.

Name		Capacity	No.
<i>Ballam</i> *	..	8 horses, 20 men, or 140 mds	200
<i>Baghalahs</i>	.	20 horses, 100 men, or 1,120 mds.	50
Iron lighters	.	20 horses, 100 men, or 1,400 mds.	4
Wooden barges	.	20 horses, 100 men or 1,120 mds.	8

*Landing.*—Landing places of unlimited extent can be found anywhere on either side of the Hafar canal, the Shatt al 'Arab, and the Rubmanshir canal, from barges or launches. A supply of 30 feet planks is necessary. Date palm logs are available for building piers, etc., and barges might be used as pontoons. Landing is muddy work, but not difficult except for animals. Landing should not be attempted during strong ebb tides. The rise of tide is 6—7 feet. The following wharves would be useful for landing stores, etc.

Anglo-Persian Oil Company's jetty on 'Abbadan Island at which steamers drawing 25 feet can berth

Customs wharf, Muhammara	50 yds long
Lynch's wharf, Muhammara . . .	50 do.
Nasim Company . . . .	No details.
About 200 coolies are always available	

#### Fao

*Anchorage.*—Steamers could anchor in the channel of the Shatt al Arab inside the bar, which is about  $\frac{1}{2}$  mile below Fao fort (see pages 14 and 15). There is no anchorage other than the Shatt al 'Arab suitable for effecting a landing near Fao.

*Landing.*—At high tide landing by boats is not difficult at

At the civil station of Fao, which is about 4 miles above the fort there is a rough stone jetty with water deep enough at the end of it for native dhows or ship's boats.

In case troops had to land over mud or were obliged to cross say creeks after landing, it would be advisable to have a supply of 20' planks or other bridging material. Date palms might be utilised.

#### Um Qais.

*Anchorage.*—There is good anchorage in 10 fathoms  $\frac{1}{2}$  mile from the shore, at a spot 2 miles south-south-east of the fort. At least of

the fort there is only 3 to 4 feet of water at high tide. The anchorage may be considered sheltered as, although the country around is low lying, the anchorage is practically a land locked area  $\frac{1}{2}$  mile square. Ten vessels, such as H M S "Sphinx" or such as the British India Company's ships usually employed in the Persian Gulf, could anchor in it in any formation considered desirable.

There is good holding ground, a sandy muddy bottom. There is no strong sweep of tide or current and there are no dangers in the anchorage basin. Boats could not get shelter from hostile fire, but ship's guns would command the whole country around, it being flat and open.

unlimited inland. There are no obstacles to the movements of troops.

Horses or mules would have to swim ashore unless flats and a jetty were used.

A landing jetty could be made, there being good holding for piles, but no materials are available locally.

There are no boats to be had locally, but plenty could be got from Kuwait, (See page 40) Steam and motor launches could be used.

The country around is flat and open and Jabal Sanam, 8 miles north west of Umm Qasr, would be a good situation for a visual signalling station to communicate with Umm Qasr and Basrah.

For Umm Qasr see also page 34

#### KUWAIT BAY.

Starting from Ras al Ardh, the coast-line forms a bay with shallow water as far as Ras al-'Ajuzah, a low point 6 miles to the

north westward. Native boats anchor 2 miles to the south-east of this point, in shelter from the shamal.

The approach to the entrance to the bay, though it lies through shoals and low lying sandbanks, is not difficult. The harbour is buoyed and light is shown on the British Agency flagstaff. There is a beacon on the Ras al Ardh.

The anchorage for large ships off the town of Kuwait lies  $1\frac{1}{2}$  or  $1\frac{3}{4}$  miles off the north end of the town, and west north west of it, in from  $3\frac{1}{2}$  to 4 fathoms.

From Ras al 'Ajuzah the coast runs 9 miles south west by west to the bottom of a shallow bay called Dohat Abu Tah. At the entrance of this small bay there is a little barren islet, Jazirat Qurain, about  $\frac{1}{2}$  mile from the shore. South-east of this is a small basin with 2 fathoms of water, in which the smaller native boats lie, quite sheltered from all winds. Between Qurain Island and the eastern mainland is the Bandar Shuwaikh creek, with a good depth of water.

Dohat Kadhamah is the name of the bay west of Ras Ashairij. It shoals gradually from 7 fathoms at the entrance, which is 4 miles wide. (This part of Kuwait Bay, until recently, was very imperfectly surveyed, especially with respect to Ras Kadhamah.)

Ras Kadhamah is a low swampy point only just above high water, running out some 3 furlongs from the northern shore of the bay. It is partially protected by a bank of sand, naturally formed by the long current flowing from the

good holding ground everywhere in Kuwait Bay, but the best anchorage is undoubtedly in Kadhamah Bay, because it is the most sheltered. There appears no reason to doubt that this anchorage could easily be converted into an excellent harbour for sea-going ships by a certain amount of dredging and the construction of jetties and mole.

See also page 37

## CHAPTER VII

### ADMINISTRATION

*General*—For purposes of government the locality is divided into two *wilayats*, those of Baghdad and Basrah.

In the Turkish system of administration, territory is divided into *wilayats*, these being again divided into *sanjacs*, the *sanjacs* into *qadhas* and the *qadhas* into *nahiyyahs*.

separated from the remainder of the Basrah *wilayat* by the territory of the Shaikh of Kuwait and in 1913 virtually ceased to be under Turkey.

The population of the whole of the Baghdad and Basrah *wilayats* is estimated at an approximate number of 1,047,000, or about 9 or 10 to the square mile.

*The Basrah wilayah*—The *wilayah* was administered by a *wāli*, headquarters at Basrah.

In the Basrah *wilayah* the *sanjacs* of Basrah and Muntafiq were divided into *qadhas* as follows:—

<i>Basrah sanjac</i>	<i>Muntafiq sanjac</i>
----------------------	------------------------

Qurnah.	Hai.
---------	------

Basrah.	Nasriyah
---------	----------

Fao	Sifirat ul Muntafiq.
-----	----------------------

	Suq ast Shuyukh
--	-----------------

The Basrah *qadha* being the headquarter, *qadha* was administered personally by the *wāli* of Basrah.

The following were the *nahiyyahs* of the Basrah *qadha* :—

Basrah town

Zubair town.

Harthah (north of Basrah).

'Abdul Khasib (Basrah to Za'o)

Shatt al 'Arab (left bank of the Shatt-al 'Arab to Persian territory)

The Fao *qadha* was small, and was believed not to be subdivided into *nahiyyahs*.

At Basrah His Majesty's Government was represented by a Consul and at Baghdad by a Consul General, who was also Political Resident in Turkish Arabia.

### 'ARABISTAN

Persian territory met the Shatt al 'Arab *nahiyyah* of the Basrah *qadha* on the left bank of the river Shatt al 'Arab. This part of the Turco-Persian border was demarcated early in 1914, and the boundary follows the Shatt al 'Arab as far as the upper entrance of the D'ajji creek, 64 miles by river above the mouth of the Karun the island of Umm ul Khasif and Shamshamiyah being upon the Turkish side, and thence leaves the bank of the river Shatt-al 'Arab in a north westerly direction towards Hawizeh.

The whole province of 'Arabistan is nominally under the Persian Government. The seat of Government is Shushtar, but of late years, the Governor Generals have spent most of their time at Dizful, owing to their unpopularity at Shushtar, where there is great rivalry between the Shaikh and the Bakhtiaris with regard to predominance. The Shaikh of Muhammared is almost independent of the Persian Governor General at Shushtar, and controls all the Arab tribes of 'Arabistan. The districts of Fallahiyeh, Jarrah, Ma'abur, and Hindyan are under tribal chieftains, who are also responsible to the Shaikh for good government.

Ahwaz is managed through a Deputy Governor with headquarters at Bandir Nasri. He only acts under the Shaikh's orders and has but little power.

Muhammared is managed through the Naib-al Hukumah who is practically the head of the police. In most matters

however, the government of the Shaikh is personal and extremely stringent.

Apart from the towns the chief factors in administration and politics seem to be the different tribal divisions

- (1) The *Al Kather*, with the Sagwand, administer the country west south west and north west of Dizful. They are ruled by two chiefs both of whom are recognised by the Persian Government. The control of the country and the tribesmen and the collection of revenues is left entirely in their hands
- (2) The *Sagwand* move about from place to place in Luristan. They pay an annual tribute to the Shah, and their relations with the Fahl Lurs appear to be good, but they are under no control except that of their chiefs which is not very close
- (3) The *Daraltard* of Luristan have a wholesome respect for the Wali of Pusht-i-Kuh, and scoff at the sovereignty of the Shah
- (4) The *Kuhgalus* are for the most part nominally under the Governor of Behbehan, who is under the Bakhtiari Ilkhan. Each division has its own chief who are responsible for the annual tribute. So long as they pay tribute and live peaceably, their internal government is not interfered with, but they are usually in revolt against any authority trying to collect revenue
- (5) The *Lurs of Pusht-i-Kuh or Fahl Lurs*—The Wali of Pusht-i-Kuh is the hereditary ruler and representative of the Persian Government. Amongst his subjects he is the supreme power on earth. Between him and his people intervene two classes of agents
  - (a) His administrators, amongst whom are a few of his relations to whom he entrusts the control of districts and tribes
  - (b) The *Kadkhudas* or headmen of tribal sections.
- (6) The *Bakhtiaris*—The two chief families are the Ilkhan and the Ifaji Ilkhan. Neither party can carry on the administration single handed and the custom approved of both by the Bakhtiari and the Persian Government, is to appoint the Ilkhan from one family and the

Ilbegi from the other. Their notorious jealousies and want of unanimity are detrimental to the efficiency of their administration, as discord causes the personal allegiance of their subjects to be unreliable. Such discord affords opportunities for interference by the Persian Government, and for hostile intrigue from outside.

There is a British Consul at Muhammareh, and a Vice Consul at Ahwaz, who deals with the Bakhtiaris, and moves to Isfahan in the summer.

The hereditary Shaikh of Muhammareh is a personage of some importance, as he is the ruler over the whole of the southern portion of the Persian province of 'Arabistan, and, though nominally subject to the Government of Tehran, he is in great measure independent of the Persian Central authority. Thus, although he pays a certain tribute in return for the freedom of administrative rights and while there is a Persian customs official at Muhammareh, the latter is only there by agreement with the Shaikh.

As regards relations with Persia, in addition to the customs officials at Muhammareh, Mashur, and Hindyan, there are Persian post and telegraph offices; there is a Persian Foreign Office representative at Muhammareh.

There is a British post office attached to the Consulate.

#### *Eastern shores of the Gulf*

The whole of the eastern shores of the Gulf are Persian territory. Around Muhammareh and down to the shores of the Gulf proper is the locality known as Southern 'Arabistan, continuing south to the Gulf of Oman are what are known as the Persian Coast Districts, the last of which adjoins Persian Makran lying on the Gulf of Oman and outside the Persian Gulf.

The coast "districts" of the Persian Gulf proper contain the ports of Bushire, Lengehan and Bandar Abbas, the only places where the administration is carried out by Persian officials under direct control of the Central Persian Government. In the other localities, the government is farmed out in different degrees to local or other chiefs.

Bandar Abbas there are British post offices with a hospital at the former place and all quarantine arrangements under British supervision. Practically all the trade at Bushire, Lingeh and Bandar 'Abbas is British though several other Powers are represented by Consular agents at some of these ports.

For Kuwait see page 41

For measures weights and currency see Appendix D page  
189

## CHAPTER VIII. C COMMUNICATIONS.

The principal means of communication between Baghdad and the Persian Gulf, through Basrah, is the river Tigris and its continuation the Shatt-al 'Arab. Certain road communications exist, but, especially around Basrah, the numerous water-channels and swamps limit the means of transit by land very considerably.

The Euphrates is navigable to a certain extent, but is not generally used for purposes of traffic, and in its present condition it is not suitable for military movement of troops except in a subsidiary sense. Existing information relating to the road

'Amarah as the river marshes then commence.

Across the Persian border there are caravan routes from 'Amarah, Kut al Amarah, and Baghdad.

To Basrah there are caravan routes from Zubair, Umm Qasr and Kuwait, as well as further westwards into Arabia, and the country generally is open and passable for carts.

Wheeled transport is little employed in the whole of Mesopotamia, camels being principally used, with donkeys for short journeys, and mules in the hilly country to the east.

### LINES OF ADVANCE.

To reach Basrah, the following are the possible routes —

- A By river to Farsish (The easiest and quickest route)
- B Disembark at Fao, thence along the edge of the delta parallel to the Shatt-al 'Arab.

C Disembark at Muhammarch, then by land, along eastern bank of Shatt al 'Arab

D Disembark at Umm Qasr, thence by land

E Disembark at or near Kuwait, thence by land

From Basrah onwards there are only two main routes towards Baghdad, namely —

(1) By River Tigris

(2) By road on the desert side of the River Euphrates.

#### chief difficulties

A track leads over the plain and along the right bank of the river to Musal, but for some stages north of Tikrit it is not passable for wheels, and water is scarce as the river bank cannot there be approached.

Few supplies are obtainable, except from Bedouins. An easy track, with khans at intervals leads from Baghdad along the left bank to Samarra, a Persian place of pilgrimage.

There is an important route to the north east leading into Persia by Khaniqin and the Tak-i-Gireh pass up to Kermanshah.

There is a well used caravan route from 'Amarah and Kut al Amarah, generally following the left bank of the Tigris, and crossing the Diy alah by a bridge of boats near its junction with main stream. An important route, along which a rough kind of diligence plies, leads from Baghdad to the celebrated shrines of Karbala and Najaf, and another to Hillah and Diwaniyah.

From Baghdad westward along the Euphrates to Damascus and Aleppo the route crosses the plain towards a bridge at Fallujah over the Fuphrates.

For river navigation see Chapter VI Page 82 *et seq.*

For details of Routes see end of this chapter. Page 123

#### \*Arabistan.

The principal means of communication is by the Karun river. The road communications consist of a caravan route

along the right bank of the river to Dizful, and tracks to Fallahiyeh

Troops moving up the Karun by land from Muhammarest would follow the right bank until the marshes on the left bank in the Muhammarest district were left behind. The tracks to Fallahiyeh are practicable for transport animals.

*The Karun River*—The value of the Karun river as an inland water line of communication is somewhat discounted by its tortuous windings, by the rapids just below Ahwaz, which necessitate a break of bulk at Bandar Nasiri and the fact that specially constructed boats are necessary for its navigation.

(The steamboats available are given on page 99.)

There would be no difficulty in transporting infantry and supplies up the river to Bandar Nasiri, but the steamers and barges are not suitable for carrying animals. Ordinary vessels of 5 or 6' draft can safely navigate the river as far as Bandar Nasiri but when the river is low even vessels of only 3½' draft have difficulty over the 20 miles below that place.

The rapids at Bandar Nasiri are passable by towing but are a serious obstacle even to native boats. Moreover the boats which ply on the lower reaches of the river, are not suitable for working the reaches above Ahwaz.

At Bandar Nasiri a tramway, 2,500 yards long with a gauge of 3', conveys goods from the foot of the rapids to above Ahwaz for re shipment. There are 6 trolleys in use, each drawn by one horse. Above Ahwaz steamers of light draft can be used to supplement land transport as far as Shalash.

The point of the Karun from which to reach the oil fields at Maidan-i-Nastun is Darreh-i-Khazroeh. Troops could cover the distance from Darreh-i-Khazroeh to Maidan-i-Nastun in 48 hours. The road is fit for wheeled traffic. They might as an alternative go along the pipe line from road which leaves the Karun river bank at Band-i-Qur. There is a road all along the pipe line.

The Anglo Persian Oil Company run their motor cars freely between Muhammarest and the oil fields.

The Ab-i-Duz is navigable within 14 miles of Duzful. Native craft and rafts are used for transporting grain and supplies from Duzful to Ahwaz.

On the whole the Karun river is eminently useful for transport purposes both in the earlier stages of operations, and also for keeping a force supplied with necessaries. To utilize it for transporting animals would entail the special adaptation of the existing barges, and the use of an inordinately large number.

### *Baghdad Railway*

Anatolia

The first section of the Baghdad Railway, Konia to Bulgurlu, was opened up in October 1904, but work was not seriously started till 1912. In the beginning of this year the laying of the rails east from Adana was

Baghdad  
Musul Section

In June 1912, material for the railway was landed at Baghdad by Messrs Lynch and a Turkish Company. On the 29th July 1912 work on the Baghdad Musul Section was started.

State at end  
of 1912

At the end of 1912 the state of the work on the railway was as follows —

- (1) Konia Ulukishla Section completed
- (2) Ulukishla Karapunar, 32 miles, opened on the 21st December
- (3) Dorak Lenizeh Adana Misis Hamidieh Toprakkaleh-Osmanieh Mamouret, about 5 miles, opened in April
- (4) Radjun Aleppo and Aleppo-Jerablus, total 75 miles, opened in December 1912
- (5) Work from the Baghdad end, in December, progressing slowly, the earth work being complete as far as Samarrah
- (6) Work progressing slowly on the Toprakkaleh (Asmaniye) Alexandretta, Karapunar Donak and Mamouret-Baghcheh Sections

1913

In December 1913, the branch line from Toprakkaleh (Asmaniye) to Alexandretta was opened to traffic. Most of the work on the railway, however, ceased during this year on account of the Balkan war.

1914

In January 1914 the Intelligence Officer in the Persian Gulf reported that, in addition to the work mentioned in (5) above all the bridges on the Baghdad Samarrah Section and about 3

in les of the line itself had been completed. Great difficulties were being experienced in transporting railway material from Basrah to Baghdad the German tugs imported for the purpose being most of the time under repair.

The alignment for the Basrah Baghdad Section of the line had been selected and was that passing through Musaivib, Harbala and Najaf and thence along the right bank of the Euphrates to Zubair.

The alignment of the Khan qin branch was being surveyed and it had been practically decided that it should run almost straight from Khanqin to Sadiyah and join the main line at Samarah. The German officials seemed very anxious to get this branch line opened before the completion of the Muham marel Khurramiyah line and they were expecting orders to start on it daily. It had been estimated by Meissner Pash, the German Engineer in charge of construction that through communication from Constantinople to Basrah would be opened by December 1917.

On 3rd July 1914 news was received that another section of the Baghdad Railway from Jerabbus on the Euphrates to Fal Abiyah, about 60 miles to the east was to be opened on the 1st June 1914. This has since been completed.

In November 1914 it was reliably reported that the Baghdad Railway running north from Baghdad was complete as far as Samarah and that it was being used as far as Khan Mishaidiyah for the transport of troops.

Basrah had been definitely fixed as the terminus of the Baghdad railway at the Persian Gulf end.

*Tramways, Baghdad* — An electric tramway line has been projected, but not commenced (1911), to the suburb of Mu'adhdham on the north, and to that of Qurarah on the south. A horse tramway, 4 miles in length, runs to Kadhimah, another suburb to the north on the right bank of the river. This place and Mu'adhdham on the left bank are connected by a boat bridge. Fallujah is now connected with Baghdad by tramway.

Projects have been proposed at various times for the establishment of a motor service to connect Baghdad with Damascus and Aleppo, but although it was stated in 1911 that a draft concession had been prepared in favour of a French company, the matter was subsequently dropped, and nothing has yet (1915) been done in this connection.

### Telegraphs.

The Indo-European Telegraph Department's cable (British) from India, and Bushire is landed at Fao, where there was a combined Anglo-Turkish telegraph office, British operators being in charge at the cable terminus. This is now all British.

There is a British telegraph office at Basrah and this line is now connected across the river with Muhammaraeh.

A Turkish land line along the right (western) bank of the Shatt el 'Arab, went from Fao to Basrah, and thence along the bank of the river Tigris to Baghdad. Another line, branching at Qurnah, follows the Euphrates Valley, and Hillah to Baghdad. From Baghdad the land line continues, and Mosul to Constantinople.

A single branch line strikes off from the Tigris line at Kut al Amarah to Hal, and it is proposed to extend this to Nasiriyah, thus giving cross connection between the two main lines.

A line with two wires runs from Baghdad north to Mosul, and from Baghdad to Kirkuk and Tahrir; a line follows the main route through Ba'qubah, Khanaqin and Karind, having two wires on wooden poles.

The office in Baghdad is a tumble-down building, and the instruments are badly kept and of inferior workmanship. The

A Persian Government line goes from Muhammaraeh to Ahwaz, and from Ahwaz, and Pishkuhan and Urizyan to Bushire. The repair and working of this line was handed over to the Indo-European Telegraph Department in 1914.

### Wireless

There are wireless stations at Basrah, Fushire and Jashik.

### Telphones

There is an overhead telephone from Sulaimaniyah to Alibrah island, with a branch to Mulla-miyyah, belonging to the Anglo-Persian Oil Company. This runs along the pipe line on the left (eastern) bank of the Karun river. The Nizam's palace at Fushire re-connects it by telephone with Muhammaraeh.

## LIST OF ROUTES.

## (a) Mesopotamia

	Page.
1 Kuwait to Basrah	.. 125
2 Umm Qasr to Basrah	.. 129
3 Iwo to Basrah	.. 131
4 Biwa to Baghdad ( <i>i.e.</i> Tigris)	136
5 Najaf to Ba'ath	.. 142
6 Nasiriyah to Basrah	.. 145
7 Najaf to Tawaniy	147
8 Karbala to Najaf	.. 148
9 Karbala to Hillah	.. 151
10 Baghdad to Karbala	.. 155
11 Baghdad to Habashah (near Hit)	160
12 Baghdad to Fallujah; other routes from Baghdad to north and east	163

## (b) Arabia

(1) Muhammarah to Duzul (West bank)	.. 167
"      "      "      (East bank)	.. 171
(2) Bandar Ma'shar to Shushtar and Ramuz	.. 173
(c) Lateral Communications	.. 176

{ 124 }

### Telegraphs

The Indo-European Telegraph Department's cable (British) from India, via Bushire is landed at Fao where there was a combined Anglo-Turkish telegraph office, British operators being in charge of the cable terminus. This is now all British.

There is a British telegraph office at Basrah and this line is now connected across the river with Muhammaraeh.

A Turkish land line along the right (western) bank of the Shatt al 'Arab went from Fao to Basrah, and thence along the bank of the river Tigris to Baghdad. Another line branching at Qurnah, follows the Euphrates Valley, via Hillah to Baghdad. From Baghdad the land line continues via Mosul to Constantinople.

A single branch line strikes off from the Tigris line at Kut al Amarah to Hilla, and it is proposed to extend this to Nasiriyah, thus giving cross connection between the two main lines.

A line with two wire runs from Baghdad north to Mosul and from Baghdad to Kermanshah and Tehran a line follows the main route through Ba'qubah, Khanqah and Karind having two wires on wooden poles.

The office in Baghdad is a tumble-down building, and the instruments are badly kept and of inferior workmanship. The condition of the telegraph lines is bad, and a violent atmospheric disturbance causes interruption of service. During the winter it is not uncommon for Baghdad to be cut off from all communication with the rest of the world for several days at a time.

A Persian GPO trunk line goes from Muhammaraeh to Ahwaz and from Ahwaz via Pehlavan and Marzeh to Bushire. The recent working of this line was handed over to the Indo-European Telegraph Department in 1914.

### Wireless

There are wireless stations at Isfahan, Esfahan and Jashk.

### Telphones

There is an overhead telephone from Muhammaraeh to

## LIST OF ROUTES.

## (a) Mesopotamia

	Page
1 Kusut to Basrah . . . . .	.. 125
2 Umm Qqr to Basrah . . . . .	.. 129
3 Igo to Basrah . . . . .	.. 131
4 Basrah to Baghdad (i.e. Tigris)	.. 136
5 Najaf to Basrah .. . . . .	.. 142
6 Nasiriyah to Rustab . . . . .	.. 145
7 Najaf to Tawariz . . . . .	.. 147
8 Karbala to Najaf .. . . . .	.. 148
9 Karbala to Hillah . . . . .	.. 151
10 Baghdad to Karbala .. . . . .	.. 153
11. Laghdal to Kabaisah (near Hit)	160
12 Baghdad to Fallujah; other routes from Baghdad to north and east . . . . .	163

## (b) Arabia

(1) Muhammarah to Duzul (West bank) . . .	167
" " " (East bank) . . .	171
(2) Bandar Ma'ebur to Shushtar and Ramur ..	173
(c) Lateral Communications . . . . .	176

### Telegraph

The Indo-European Telegraph Department's cables (British) from India, via Bushire, is landed at Fao where there was a combined Anglo-Turkish telegraph office, British operators being in charge of the cable terminus. This is now all British.

There is a British telegraph office at Basrah and this line is now connected across the river with Muhammadabad.

A Turkish land line along the right (western) bank of the Shatt al 'Arab went from巴士 to Basrah and thence along the bank of the river Tigris to Baghdad. Another line branching at Qurnah, follows the Lajat Valley, and Hillah to Baghdad. From Baghdad the land line continues, via Mosul to Constantinople.

A single branch line strikes off from the Tigris line at Kut al Amara (or Hill), and it is proposed to extend this to Alqosh, thus giving cross connection between the two main lines.

A line with two wires runs from Baghdad north to Mosul, and from Baghdad to Kirmanshah and Erbil; a line follows the main route through Bagdad, Mianqan and Karun having two wires on wooden poles.

The other in Baghdad is a tumbi down hill, and the instruments are badly treated or inferior workmanship. The condition of the telegraph lines is bad and a slight atmospheric disturbance causes intermission of service. During the winter it is not uncommon for Baghdad to be cut off from all communication with the rest of the world for a several days at a time.

A Persian Government line goes from Muhammadabad to Nowzad from Ahwaz, via Ichiran and Maran to Bushire. The repair and working of this line was handed over to the Indo-European Telegraph Department in 1914.

### Wireless

There are wireless stations at Basrah, Fustat and Jask.

### Telephone

There is an overland telephone from Muleh-i-Nastan to Bushire, with a branch to Muleh-i-Nastan, belonging to the Anglo-Persian Oil Company. This runs along the pipe line on the left (eastern) bank of the Karun river. The telephone is joined at Farsiyeh to connect with Muhammadabad.

## LIST OF ROUTES.

## (a) Mesopotamia

	Page
1 Kuwait to Basrah . . . . .	.. 125
2 Umm Qasr to Basrah . . . . .	.. 129
3 Fao to Basrah . . . . .	.. 131
4 Basrah to Baghdad ( <i>i.e.</i> Tigris) . . . . .	.. 136
5 Najaf to Basrah . . . . .	.. 142
5-B Nasriyah to Basrah . . . . .	.. 145
6 Najaf to Tawaniy . . . . .	.. 147
. . . . . Karbala to Najaf . . . . .	.. 148
8. Karbala to Hillah . . . . .	.. 151
9 Baghdad to Hillah . . . . .	.. 153
10 Baghdad to Karbala . . . . .	.. 155
11. Baghdad to Habousah (near Hit) . . . . .	.. 160
12. Baghdad to Fallujah, other routes from Baghdad to north and east . . . . .	.. 163

## (b) Arabia

(1) Muhammarah to Duzful (West bank) . . . . .	.. 167
" " " (East bank) . . . . .	.. 171
(2) Bandar Ma'shar to Shoshtar and Ramur . . . . .	.. 173
(c) Lateral Communications . . . . .	.. 176



## ROUTE NO. 1.

### FROM KUWAIT TO BASRAH.

107 miles

7 stages.

Authorities — *Military Report on the Region between Baghdad and the Persian Gulf, 1911*

*Persian Gulf Gazetteer, 1908*

*Captain W. H. I. Shakespear, February 1919  
and January, 1911.*

*Captain G. E. Leachman, March, 1910.*

*Barclay Raunkaer, January, 1912.*

#### *Epitome.*

**General Description** — An unmade track, ordinarily practicable for wheeled transport all the way to Basrah but considerable spadework would be necessary at the Mutla' Pass 3 miles north of Jahrah, as well as the spreading of brushwood, or similar material to render passable the soft sand just before the pass reached.

The shortest of the land routes running between Kuwait and Basrah does not follow the one here described but leads from the Mutla' Pass direct to Safwan and thereby saves about 5 miles.

**Water.** — Limited and only passably good at Kuwait; plentiful at stage 1; none at stages 2 and 3; limited at 4; plentiful at 5; good and abundant at 6 and 7. It will be noted that there is no water at all between Jahrah, stage 1, and Qashqaiyih, stage 4, a distance of 47 miles. Water would therefore have to be stored at the two intermediate halting places, which are optional.

**Fuel.** — Scarce throughout, except at Jahrah, stage 1, and near Rishdiyih, stage 6.



ROUTE No 1.  
FROM KUWAIT TO BASRAH

107 miles 7 stages

Authorities — *Military Report on the Region between Baghdad and the Persian Gulf, 1911*

*Persian Gulf Gazetteer, 1908*

*Captain W. H. I. Shakespear, February 1919  
and January, 1911*

*Captain G. E. Leachman, March, 1910*

*Barday Raunkaer, January, 1912*

*Epitome*

General Description — An unmade track ordinarily practicable

for material to render passable the soft sand just outside Kuwait reached.

The shortest of the land routes running between Kuwait and Basrah does not follow the one here described but leads from the Mutla' Pass direct to Safwan and thereby saves about 5 miles. When the Euphrates rises to any great extent that portion of the route lying between Rāfidhiyah, stage 6, and Basrah, is impassable, being sometimes flooded to a depth of 2 or 3 feet. The highest flood season of the Euphrates is during the month of April.

Water — Limited and only passably good at Kuwait; plentiful at stage 1; none at stages 2 and 3; limited at 4; plentiful at 5, good and abundant at 6 and 7. It will be noted that there is no water at all between Jabrah, stage 1, and Qashqaiyah, stage 4, a distance of 47 miles. Water would therefore have to be stored at the two intermediate halting places, which are optional.

Fuel — Scarce throughout, except at Jabrah, stage 1, and near Rāfidhiyah, stage 6.

ROUTE No. 1—*contd.*

*Fodder*—Fair camel grazing throughout, except perhaps at stage 3. Some lucerne is generally to be had at stages 1 and 5.

*Supplies*—Very limited. Certain commodities are obtainable at stage 1, but at Zulair, about 4 miles north north west from stage 6, all supplies are plentiful. There is also some cultivation of lucerne and melons in the Dirhamiyah tract, stage 7.

No. of stages and total distance	DETAILS
KUWAIT .	An open, undefended town, with a large <i>bazar</i> , and houses mostly built of stone. The inhabitants number about 1,000. There are no agricultural resources. The drinking water is fairly good, and is from wells.

There are important sea and pearl fisheries, and considerable fleets of boats. Camels are procurable in fair numbers. (See also page 28.)

JAHRAH—20 m	..	General direction
20 m.		about west

To mile 5, the going is soft and heavy owing to sand. From Kuwait to mile 10, the road skirts the south shore of Kuwait Bay.

From mile 10, the route crosses slight, almost imperceptible, undulations at right angles; but the ground is fairly firm.

Wells called 'Abdullah, Mulkah, and Jirithumah lie on the north, and others called Jwdiyah, Salubiyah, Umm Qarah, and Quibayjain on the south of the route.

At Jahrah, fortified satra; gardens and houses of Sheikh Small Arab village; permanent population about 500 inhabitants, but in the hot weather there are sometimes six or seven

ROUTE NO. 1—*contd.*

times that number. Several good wells of drinking water, and several of salt water.

Fuel is very scarce as it has to be brought in 15 miles. Supplies include limited quantities of certain vegetables and lucerne, also raw's, eggs, and milk (see also page 42).

There are sheep and goats, a few cattle, 30 to 40 donkeys, and camels belonging to the Bedouins.

4 QASH AMYAH—47 m North west to mile 3,

to gap in the belt of low

67 m

hills which are known as

the Jalaz Zer. This gap is called the Mala Pass, being named from a hill 415 feet high on the east side of it. The hill on the west side is called Mutashah. Through this gap a small wadi discharges its drainage into the Jahrah plain, it is called Jauf al Mala and has its head near mile 5. A few miles to the west of the Jauf are some hills forming a landmark known as Khathm al Hira. After traversing the pass, and reaching the plateau, the remainder of the route is passable to all vehicles.

The route now turns north by east and runs in a straight line through the tracts of Zaqlah, Qir' al Marru and Lah, the going is level but stony.

At mile 23 the route enters the Bath district, an undulating perfectly waterless desert lying somewhat high, its elevation varying from 130 to 210 feet.

At mile 26 pass 2 mounds known as Hira adh Dhabi.

At mile 29, the low lying tract called Radhatan falls away to the east.

The route then crosses over numerous slight ridges, the southernly being known as Al Abtah and the northernly known as Hamar, and passes through the locality of Bath al 'Awd.

At mile 42, the broad, shallow depression of Si'l Jufan is traversed.

The Qib'anahs are 6 in number and contain good water at 18 feet. The ridges to the south east are the hill and the sweet water wells of Lame Nippah.

ROUTE No 1—*contd*

5 SAIWAN—10 m. About north east, over slightly undulating, stony desert. Sai  
77 m win a village situated o

slightly rising ground, just within the Turkish Frontier and consisting of 2 or 3 small enclosures containing a few houses and a date grove, surrounded by a wall and belonging to the Naqib of Basrah. Lucerne and a few sheep are the only

~~1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13.~~ To the west of the road is a post office and a telegraph station.

12 Jaba

6 RAFIDHIYAH—14 m General direction slightly east of north.

91 m. The route runs over flat barren, stony ground passable for all arms. It skirts the swamps at the head of Khor Zubair and is above the ordinary flood level.

At mile 14 Rafidhiyah a country residence of the Naqib of Basrah, it is a quadrangular enclosure with bastions at the north and south angles. Water is abundant from 3 wells 12 feet deep. There are a few trees. There are more wells and some cultivation, on the north east side of Rafidhiyah.

7 BASRAH—16 m General direction north east by east

107 m. The route at first runs north over a plain with a very slight ascent. The soil is gravelly. There is fair camel grazing and occasional houses with irrigated gardens. The whole of the country between Rafidhiyah and mile 6 is plentifully supplied with water from wells 5 to 6 feet deep, they are especially numerous about mile 4. From mile 3 to 6 there is scattered cultivation of rice, maize, lucerne and dates the plots being surrounded by tamarisk growth. This tract is called Dirhamiyah and the population is about 6000. There are large numbers of buffaloes, cows and sheep.

At mile 8 site of old Basrah, and 3 miles off the track in a direction south west by west, is Zulair, a well built town situated on slightly elevated ground with a ridge of broken

## ROUTE No 1—concl'd

ground to the north west, north, and north east. Small quantities of supplies a *bazar*, no fodder, 4 or 5 wells of good water. In the time of the Euphrates flood a water channel, which approachs the northern end of the town of Zubair, from the direction of Basrah, contains 2 feet of water.

The route turns north east. It then crosses an open barren plain. The soil is light brown, hard, and dusty, it is free from stones. From mile 6 to mile 10 the route runs in a depression which is liable to be submerged by the Euphrates in high water season, to a depth of 2 to 3 feet.

At mile 11 the date groves and gardens of Basrah commence.

At mile 12, the road enters the town across a small bridge, after which it passes under a built-over tunnel of houses, known as the Bab al Kuwait. Thence it emerges into the *bāzār*.

Between Zubair and Basrah there is a good, open road, but it is unmetalled.

At mile 16 Basrah British Consulate (See pages 19 and 87)

## ROUTE No 2

FROM UMM QASR TO BAŚRAH.

45 miles

3 stages.

Authorities—*Military Report on the Region between Baghdad and the Persian Gulf, 1911.*

*Persian Gulf Gazetteer, 1908.*

*Epitome.*

General description.—This route is passable for pack transport and also for wheeled traffic, though the latter would find the whole route very difficult in wet weather, and impassable in stage 3 when the country is under water, as happens when the Euphrates comes down in flood. This begins during March, the river generally being at its highest during April. The route

ROUTE No 2—*contd.*

consists of an unmetalled road across the plain, and, though good enough going in dry weather gets very heavy if there is any water about

*Water*—Plentiful

*Fuel and Fodder*—Scarce at stages 1 and 2, but plentiful at stage 3

*Supplies*—Only obtainable at Barrah. Livestock is to be had in considerable numbers at stage 3, but there is practically none elsewhere

No of stages and total distance.	DETAILS
	UDI QASR
	A small mud fort, with 3 small wells of brackish water, 8 feet deep, and other wells with a plentiful supply about 200 yards to the north of the fort. There are no supplies, and not even vegetables are grown. There is grazing for sheep and camels but not for horses (See page 35)
1 SAWAN	15 m General direction north-west. The route runs over undulating barren and stony ground. This stage is passable for all arms, and is above the flood level.  At mile 8½, two hillocks are passed.  At mile 15 Sifwan, see route No 1, Kuwait-Barrah, which is here joined
2 RABIDHIYAH ..	16 m See page 128.
31 m.	

## ROUTE No 2—concl'd

3 BASRAH .. 14 m. (See page 128)

45 m.

**ROUTE No 3**  
FROM FÄO TO BASRAH

66½ miles

4 stages.

Authorities—*Lieutenant A. T. Wilson, 1912*

*J. Stagno Navarra, August, 1912.*

*Persian Gulf Gazetteer, 1908.*

*F. E. Cross and Major L. B. H. Haworth, December, 1912*

*Epitome*

*General description*—A track regularly used by local inhabitants on their way to and from Basrah, on foot or on horseback, but not for the transport of merchandise, for which purpose

wheels the whole way, except after wet weather, when for as much as a month at a time it becomes too soft to move carts over it. It may be said to follow the telegraph line closely and to keep within two miles of the river, and within a few hundred yards of the date groves, all the way. It is excellent going in dry weather throughout its whole length. From near the fort at Fäo, to Ma'āmrab, a new dam has been made to keep out the salt water. Horses can go along the top of this embankment, but wheeled transport would have to keep to the west side of it on desert soil and this is generally bad going for wheels, as it is at this point a salt mud flat which never dries, and is flooded at high tides. This condition, however, ceases above Shaikh Naghaimish's village in Ma'āmrab, 7 miles up stream from Fäo Telegraph Office. At Dürab, stage 1, and Sainān, stage 3, the date groves narrow down to a few yards, or are non-existent. The river is deep

ROUTE No 3—*contd*

in both places, and ships with supplies can be brought close in to the bank

**Water**—Each village stands on a creek generally providing good and plentiful water. There are no wells but water is always easy to obtain from creeks or the river. The banks would generally require to be ramped to enable animals to get to the water's edge but this would present no difficulty. Near the sea water should be taken with the falling tide, especially when the river is low.

**Fuel**—A great abundance of date palm wood

**Fodder**—Plenty of short grass inside the date plantations. Lucerne and barley are extensively grown and in places rice. Outside the date plantations there is no grazing except in spring for sheep.

**Supplies**—Large quantities of dates and a little straw and barley are obtainable at the hamlets. The best dates are procurable at Durali and Saniyal stage 1 the former tract also producing a few grapes oranges and figs. Meat is generally abundant and milk fairly so. A few donkeys and indifferent horses are to be found in many of the hamlets most of which also possess boats. A considerable number of boats and barges could easily be collected.

No of stages and total distance	DETAILS
FAO	The administrative headquarters of a district of the same name extending along the right bank of the Shatt al 'Arab from the sea upwards for 8 miles, a place of international importance. The station consists of two sets of telegraph offices, one Turkish and the other British and a fort situated nearly 4 miles below the station. The Turkish telegraph quarters
-	-
-	-
-	-

ROUTE NO. 3—*contd.*

single storeyed brick structure of 5 rooms; and near by is a village of huts with a population of 150 souls. Iao fort is about 500 yards from the Shatt al Arab, but at high tide the water washes up to its walls. It is roughly rectangular, and is out of repair. Its main face looks towards the mouth of the river, and rises about 15 feet above the ground. It is faced with a light coloured stone. Iao fort is now almost completely shut in by date groves. Supplies comprise dates, and very small quantities of wheat, barley, lucerne, and vegetables, also a few cattle, and a very few sheep. (See also page 14.)

2 DAWAIB—26 m. . . General direction  
north north west.

26 m. The road strikes away from the river through date groves to the desert from near the fort 4 miles below the telegraph station, to Ma'āmrāh, about 6 miles above it, an embankment has recently been constructed to keep out the salt water at high tide. Horses and men can move along the top of it, but not wagons (*see* above).

From Ma'āmrāh onwards the track is over dry hard desert (except in wet weather, when it is very boggy, and after high tides in spring when the river is in flood) and runs just behind the date groves and close to the telegraph line.

Hamlets are met with every half mile or so in the date groves. At mile 7, village of Shaikh Naghamish.

At mile 10, village of Mukhrag.

A few creeks run about  $\frac{1}{2}$  a mile into the desert, but they can easily be circumvented.

At mile 18 Dūrah; also known as Sālih I in Ibrahim, mill, and a few sheep and chickens.

The route then enters the Dawasir district, and traverses tracts as follows—

Faddīshiyah in which is the village of Kūt al Khalifah; Sauiyah, and Dawasir.

3 ZAIN . . . 20 m. General direction north-west.

46 m.

ROUTE No 3—*contd*

From mile 27 to mile 33, Island of Ziyidiyah.

At mile 33 Diwāṣū district (uninhabited from mile 27) ends, and that of Suhān begins.

At mile 34, village of Khast, 40 huts, country hereabouts barren except for date palms.

At mile 35, the Suhān creek, and beyond it to mile 37 $\frac{1}{2}$  the district of Sa'īdah, with scattered huts and valuable date palms.

To mile 37 $\frac{1}{2}$ , the district of Gāt'ah with 7 hamlets. The Islands of Hīj, Silbūq, Rihiliyas, and Gāt'ah lie off this tract.

At mile 42 $\frac{1}{2}$ , the southern entrance of the Mutīwa creek dividing the district of Gāt'ah from that of Ruways, which is now entered. It extends inland for  $1\frac{1}{2}$  miles.

At mile 43, district of Umm al Ghārb, also bounded by the Mutīwa creek, here full of fish traps, and with the hamlets of Badr, Rasbān, and Kūlāl on its banks.

\*or Mutīwa Bah.

At mile 44, district of Muttī  
with 5 small hut villages.

At mile 44 $\frac{1}{2}$ , the embouchure of the Lātūn river, on the right bank of which,  $1\frac{1}{2}$  miles from its confluence with the Shatt al-'Arab, is Muhammārah.

At mile 45 $\frac{1}{2}$ , the northern arm of the Mutīwa creek, across which is the village of Zain consisting of 100 huts and situated opposite Umm ar Rāsūs—on Lātūn al Khasīf island.

There are 6 or 7 other villages in this district of Zain.

4 BURSAH . 20½ m. West north west.

---

$60\frac{1}{2}$  m. To mile 46 $\frac{1}{2}$ , through the district of Zain when route enters Tāyīdīl, a tract subtended throughout its length by the island of Umm al Yabībl, and containing 5 hut villages.

At mile 47 $\frac{1}{2}$ , route enters district of Paljīnah, opposite which are the north end of Umm al Khasīf island, the island of Shamshāniyah, and the south end of Tiwālīh island.

At mile 51 $\frac{1}{2}$ , tract of Abū I'lūs, containing a dozen small villages.

At mile 52 $\frac{1}{2}$  tract of Abu Ilgū, 8 or 9 hamlets

## ROUTE NO. 3—cont'd

At mile 54½ Abul Khairib creek, with the town of that name on its north bank, 2 miles from the creek mouth. Large lot b., 1,000 inhabitants, vast groves of date palms, 1,000 cattle, 3,000 sheep and goats, 300 horses, 500 donkeys, and 50 camels.

At mile 55½ village of Labini, 350 souls, 3 mud and brick houses and some huts.

At mile 56, village of Nahir Khar, 2 miles up a creek of the same name. 10½ rods on b. 1½ of Alul Hamad, 70 inhabitants also a well built mansion.

At mile 57, village of Abu Makhruh, 2½ miles up a creek which joins the river near Sabiliyat, a village containing 4,000 souls. Just above here is Singit, a village of 1,300 souls; several well built brick and mud houses.

At mile 58½, Yabudi village and creek, nameless tomb near mouth of latter.

At mile 59 Hamadan or Sighir, 100 souls.

At mile 60½ Fajat al Arab on Hanidin creek, 470 souls. Town of Hamdin 2½ miles up same creek, 30 to 40 well built houses, and many huts, 11,000 souls. Grazing good, many date palms, 2,000 cattle, 1,000 sheep and goats, 40 horses and 200 donkeys.

At mile 60½, hamlet of Yusifin, 600 yards above it, settlement of Bait Na'amah with a palatial mansion.

At mile 61½, village of Muhajirün, 1,500 souls.

At mile 62½, village of Mahaulat az Zahar, 200 souls.

At mile 63½ village of Suraji, 2,000 souls, ½ of a mile above here is the Barādhiyah creek with hamlet of same name 1 mile up it, 600 souls.

At mile 64, village of Khorah 2 miles up creek of same name 4,000 inhabitants, about 30 brick houses.

At mile 66½, Bursah (See pages 19 and 67.)

ROUTE No 4  
FROM BASRAH TO BAGHDAD.

*502½ miles.*

*Authorities — Military Report on the Region between Baghdad and the Persian Gulf, 1911*

*Lieutenants Gardner and Hamilton, January to May, 1907*

*J. G. Lorimer, 1912*

*Epitome.*

*General Description — River route.* The distances in the following route have been measured off Gardner and Hamilton's Sketch Survey of the Shatt al 'Arab and the Tigris.

No. of stage and total distance	DETAILS
--	---------

QURNAH	43} From the sea to the junction of the Euphrates and the Tigris at Gurmat 'Ali at mile 5}, the river is called the Shatt-al Arab
--------	---

Above Basrah the banks are low and fringed with date plantations. A few villages, clusters of mud huts, are scattered among the trees, and herds of cattle, sheep, and buffaloes graze along the banks. Much rice is grown between Basrah and Qurnah.

Qurnah is a place of 700 houses on the west bank of the Tigris, on the actual promontory at the old junction with the Euphrates.

There are a few 2 storeyed brick houses on the bank, with gardens and date plantations. It was the seat of a Qaim Maqam under Basrah.

There is a telegraph office; the two lines from Baghdad, one by the Euphrates, and the other by the Tigris, join here. From Basrah to Qurnah are two wires on iron poles.

**ROUTE NO. 4—cont'd**

The date plantations extend some 4 miles above Qurnab, but after that only a few solitary clusters are to be seen until near Baghdad.

Above Qurnah begin the great marshes of the Tigris and Euphrates which extend between the rivers, and as far as Hawizeh to the east.

In spring the country is under water, with little visible but tall reeds and sedges.

The marshes to the east are formed by the overflow of the Karkheh Tib, and Dawaarij rivers from the Fush-t-i Kuh mountains. One outlet called by Europeans the *Hadd*, but known

Онлайн.

**AKS ASH SHAI** 11½m | 8½m This most difficult turn is called by Europeans the Devil's Elbow, also requiring careful navigation.  
**TAN OR THE DE  
VIL'S ELBOW**

**QASR SA'IDAH** .. .. .. The Muntafik and  
the Al Bu Muhammad  
Arabs cultivate some  
ground near Qasr Sa'idah. They live mostly in reed huts and  
use long, narrow boats.

ROUTE No. 4—*contd*

There is a telegraph office, the line being carried across the river on high poles so as to clear the funnels of steamers.

In Qal'at Salih are a few gardens of fruit and date trees; high mud walls.

The river gradually widens above this, having a belt of wheat and rice cultivation on both banks.

At mile 12 above Qal'at Sahl the banks get slightly higher. Barley, wheat, maize, millet, sesame, and rice are the chief products.

ABU SALJAN .. .. .. The wheat and  
barley extend in a

bank, with a starat

'AMARAH .. 31½ [130] 'Amarah is on the  
east bank, and con-  
tains 1,500 houses,  
with a small, well supplied bazaar. The population are settled

There is a bridge of boats, of 13 eight wooden pontoons, covered with bitumen, each 25 feet long and 10 feet broad, with a freeboard of 6 feet. The waterway is 12 feet, and the roadway 20 feet wide, of wood, with fascines covered with clay.

'Amarah is a thriving place, exporting wheat and barley from the country along the Chahalah (Hadd) channel. Between 'Amarah and Dizful, in Persia, there is a certain caravan traffic.

ROUTE No. 4—*contd*

Along the east bank there are a few date plantations and gardens.

At mile 15 above Amarah cultivation ceases. At 'Amarah the river is 250 yards wide, and up stream becomes wider, less water losing itself in the marshes.

(See page 102.)

**'ALI ASH SHARQI** 42m | 172½m Pass 'Ali-ash Sharqi, a small shrine on the east bank in a grove of trees

**FILAIFILAH** . . . 20m. | 192½m Two hours higher up on the east bank is Filaiflah, 50 Arab mud huts with small gardens and a few date trees.

**'ALI AL-GHARBI** 17½m. | 210m. 'Ah al Gharbi is a place of 300 mud houses on the west bank, with some brick houses of officials and merchants, a small post of zaptihs (police) and a Telegraph Office. A certain extent of the country round is usually under wheat and barley. Steamers only stop when they have cargo or passengers.

The river is 300 to 350 yards wide, and the banks slightly increase in height. At 'Ah al Gharbi the river makes a wide eastern bend, and approaches to within 30 miles of the Push-t-i-Kuh range, on the Persian Frontier.

**KUT AL-AMARAH** 73 m. 283 m. Kut al Amarah is 28½ miles from Basrah following the winding of the river, and 220 miles from Baghdad. It is on the east bank, contains about 500 houses of settled Arabs and Lurs,

quartered here, used chiefly for overawing the Banu T

۷۶۴

三

ROUTE No. 4—*contd*

Along the east bank there are a few date plantations and gardens.

At mile 15 above Amarah cultivation ceases. At 'Amarah the river is 250 yards wide, and up stream becomes wider, less water losing itself in the marshes.

(See page 102.)

**'ALI ASH SHARQI** 42m [172½m] Paas 'Ali ash Sharqi, a small shrine on the east bank in a grove of trees

**FIL-AIFILAH** 29m [192½m] Two hours higher up on the east bank is Filafilah, 50 Arab mud huts with small gardens and a few date trees.

**'ALI AL-GHARBI** 17½m [210m] 'Ali al Gharbi is a place of 300 mud houses on the west bank, with some brick houses of officials and merchants, a small post of zapti ha (police) and a Telegraph Office. A certain extent of the country round is usually under wheat and barley. Steamers only stop when they have cargo or passengers.

The river is 300 to 350 yards wide, and the banks slightly increase in height. At 'Ali al Gharbi the river makes a wide eastern bend, and approaches to within 30 miles of the Push-t-i Kuh range, on the Persian Frontier.

**KUT-AL-AMARAH** 73 m 283 m. Kut al Amarah is 285 miles from Basrah following the winding of the river, and 220 miles from Baghdad. It is on the east bank, contains about 500 houses of settled Arabs and Lurs, emigrated from Persia, with a row of better houses along the river front. The barracks are a square building at the west end. There is a telegraph office connected by a short branch line, (2 wires) with the main line, which crosses a loop of the river 6 miles to the east. Occasionally there are Turkish soldiers' quarters.

ROUTE No. 4—*contd*

Arabs, who roam over the desert towards the Pusht-i-Kuh. There are, however, no troops there at present (August, 1912)

A small fringe of gardens, irrigated by lifts or *chards*, from the river, with a belt of country under barley and wheat, extends on both banks. Kut is a thriving place, and a regular stopping place of steamers. The district land country along the Gharaf stream produces fair quantities of grain.

A caravan route leads from here through Jasan and Badrah to Mandah, and forms the outlet for the trade of those districts. A difficult hill track leads by Zurhatsh and Deh Bala to Kirmanshah.

A caravan route lies across the desert to Baghdad, following the general direction of the Tigris, and crossing the Diyalah at the boat bridge, at its junction with the Tigris.

Occasional caravans come from Shushtar and Dizful along the foot of the Pusht-i-Kuh, but the Bani Lam Arabs have made this route insecure.

The northern entrance of the Gharaf stream is opposite Kut. It can be navigated by native boats when the water is high in spring.

The Tigris at Kut is 400 yards wide, and above it the banks become higher.

BAGHAILAH.— 47 m. 330 m. Pass Baghaiah, a settlement built in 1885, containing 100 houses on the west bank, and fairly thriving.

'AZIZIYAH. .. 59 m. 380 m. 'Aziziyah, 60 houses on the east bank, with a telegraph office.

tracts of fertile country, uninhabited except by a few wandering nomads only requiring irrigation to become fruitful.

ROUTE NO. 4—*contd.*

**BAGHDADIYAH**       $21\frac{1}{2}$  m     $410\frac{1}{2}$  m    Enter a wide loop of the river in which are the ruins of a mud, fort called Baghdadiyah, on some low sandy mounds, rising, 100 feet above the river which winds very much here

**SUWAIRAH**      10 m     $420\frac{1}{2}$  m    On the west bank, near the north end of this loop, is Suwaish, a settlement of 50 houses.

A few gardens behind the village and a small mud fort at the north end of the place, 100 yards square with loopholed walls 20 feet high and circular flanking towers at the corners for defence against Arab raids. A khān about 1 mile above the village

**CTESIPHON**      ..    50 m     $470\frac{1}{2}$  m    Enter a long bend, near Ctesiphon, which doubles back almost on itself. The Arch of Ctesiphon, or the Taq-i Kisra, stands in the chord of the bend overlooking the ruins of Seleucia on the west bank, and Ctesiphon on the east. It is a good landmark, visible 3 hours off

There was a small gunpowder factory on the west bank, which utilized the saltpetre found in the vicinity, but it is now unused.

**DIYALAH RIVER**      ..      Pass the mouth of the Diyala. Several small mud villages of both banks, while the fringe of cultivation on the banks become nearly continuous

There is a boat bridge of 13 pontoons over the Diyala near the junction of the Baghdad-Kut-al-Amara route.

Below Baghdad and above the mouth of the Diyala, is an island with brushwood and trees the banks are lined with date gardens  $\frac{1}{2}$  to  $\frac{3}{4}$  mile from the bank beyond which is an extent of cultivated country. Each date garden is surrounded by a high mud wall and irrigated by water lifts

## ROUTE NO 4—concl.

BAGHDAD

32 m    502½ m    A sharp bend of the river brings Baghdad into view, and the British Residency is reached 503 miles from Basrah by river, though much less in a straight line.

At Qararah, about 3 miles above the junction of the Dhiyalah, is a boat bridge of 40 pontoons over the Tigris.

Baghdad is the capital of Iraq and is built on both sides of the Tigris, undefended, but almost surrounded by a raised road, many 3 storied houses of brick 4 000 shops, over 200 khans, and many mosques population, about 140 000 Water for drinking purposes is obtained either by means of pipes from the Tigris, or as is generally the case, from carriers A large number of houses possess wells but the water in them is not drinkable Fuel is abundant and fodder (for cattle, donkeys, mules, camels etc) is fairly so, that for horses being indifferent Supplies consist of rice, wheat, barley, and other cereals, also fruit and vegetables Livestock plentiful, domestic birds in considerable numbers

(See also page 30 )

## ROUTE NO 5

## (a) FROM NAJAF TO BASRAH

305 miles

14 stages

*Authorities.—Captain G E Leachman, March and April 1910*

*Persian Gulf Gazetteer, 1908*

*Lieutenant Colonel Chesney, 1837*

*Epitome*

*General Description.—An easy desert route along the southern edge of the Euphrates Valley. The soil is mostly firm sand and gravel, and the going is good*

*Water.—Plentiful throughout. It is usually brackish but drinkable, except at Qasr Ibn 'Ansari, stage 4, where it is fit for animals only*

ROUTE No 5—*contd*

*Fuel and Fodder*—Plentiful throughout, except during stages 1 to 4, especially in spring. Lucerne is obtainable at stages 6, 7 and 13, but in limited quantities only.

*Supplies*—Limited at Samawah, stage 3, and fairly plentiful at Zubair, stage 9. Elsewhere *en route*, nil.

No. of stage and total distance	DEPARTURE.
1	QASR AR RUHAH
	IMI
27 m	27 m. South-east The route descends sharply from the ridge on which the town is situated, and then lies along the edge of the Bahr an Najs
	At mile 27 Qasr ar Ruhamah, a small village situated on the plain known as Ghurfat-al 'Iraq
2	SHUNAFIYAH
	16 m. East by south The route runs across an open plain. At mile 2 Shatt Hisib; in February 1879 about 5 miles higher up, this Shatt held a running stream which was sufficient for the Hajj (4,000 men and 3,000 camels, at a low estimate), it is said to be perennial. There are acacia trees and pastureage. The route then runs along the edge of the Bahr i-Shunafiyah
	At mile 16 Shunafiyah, a town of about 3,500 inhabitants, situated chiefly on the north bank of the 'Atshan continuation of the Shatt-al Hindiyah just below its exit from the Bahr i- Shunafiyah
	The dwellings are principally huts, and there is a bazaar of 60 shops
3	SAMAWAH
	36 m. East south-east The route runs along the south bank of the Shatt al Hindiyah.

At mile 4, Sa'id Mashkar

There are occasional patches of cultivation and small groves.

ROUTE No 5—*contd*

At mile 30, Samawah, a town of about 10 000 inhabitants It is divided into two parts by the river, the chief part, including the Government buildings is on the south bank, but the barracks are on the north bank. There are brick houses in both quar-

for local requirements. Livestock and transport animals, except camels, are owned by the surrounding tribes, but it is impossible to estimate the numbers that might be forthcoming if required.

## 4 QASR IBN 'ANSAR 30 m South east.

139 m. The route leaves the river and runs over soil encrusted with salt and of the nature of quicksand. Fuel everywhere; grazing excellent.

At Qasr Ibn' Ansar there is a large pan of very brackish water drinkable for animals.

## 5 QASR NABAII 30 m South east.

169 m. At mile 7 Qasr ad Dughaim a ruined fort, a pond of very good, and only slightly brackish, water Qasr Nabah, a strong fort standing in a depression.

## 6 QASR BIR 25 m. South east.

SHAGHRAH. Very good going over sandy gravelly country, with much bush.

At mile 10, Qasr Abu Gbar, from which a track runs north-east by east to Suq ash Shuyukh, about 20 miles.

Qasr Bir Shaghrah a large mud fort overlooking a wadi one mile broad and falling into the Euphrates valley Near the fort is a naqrak, or water pan.

7, 8, & 9 ZUBAIR .. 85 m. At first north east along the right bank of a wadi. At mile 14 Khamisiyah; large village with good water

ROUTE No 5—concl'd.

Route now runs generally east-south east. To the south an undulating desert of sand and gravel, to the north the ground falls to the Euphrates.

Znbs + 3 mo 1st + sec = 1.1 - 3.2 - 3.2 = 6.1 - 6

2

country round is desert except to the south east, where lies the fertile tract of Dirhamiyah, in which are the wells supplying drinking water to Zubair. It produces melons and lucerne. Zubair has a few civil police, and about 20 Turkish soldiers under an officer.

10 BASRAH (CITY) 9 m. North east by east.  
277 m. along a cart road which  
level. is above the ordinary flood

At mile 3 the ruins of old Basrah, several miles in extent

From here to the outskirts of Basrah city the road traverses a depression sometimes flooded to a depth of 2 or 3 feet by the overflow, not of the Shatt-al 'Arab, but of the Euphrates near Madinah (in Iraq).

**ROUTE NO 5-B**

## FROM NASIRIYAH TO BASRAH.

*115 miles*

## **5 stages**

*Authority—Military Report on the Region between Baghdad and the Persian Gulf, 1911*

### *Epiſome.*

*General description*—To stage 1, by the direct route, the

would, however, take 2 days to traverse. Up to within 15 miles

ROUTE NO 5-B—*contd*

of Basrah the route is a good, open, desert track, passable for all arms

*Water*—Sufficient for small caravans throughout, but is generally brackish

*Fuel and Fodder*—Plenty of desert bushes and camel grazing

*Supplies*—Nil, except at Nasiriyah, Suq ash Shuyukh, Khamisiyah, Zubair, and Basrah (See page 27 *et seq.*)

No of Migr. and total distance	DETAILS
	NASIRIYAH
	An unwalled town situated on the left bank of the Euphrates, containing
1 30 m	KHAMISIYAH      30 m      General direction east south-east The direct road from Nasiriyah to Khamisiyah is bad, it is cut up in many places by water-channels, and passes through low, marshy ground

At mile 19, Suq as Shuyukh

At mile 30, Khamisiyah, a large village about 10 or 15 miles below Suq ash Shuyukh, and perhaps 3 miles from the river. Three creeks leading from the river unite at Khamisiyah

It is a Turkish military post, and possesses good water

From here Route No 5 (Najaf to Basrah) may be joined at Qasr Bur Shagrah, and one of the desert tracks followed to Basrah.

## ROUTE NO 6

FROM NAJAF TO TAWAIRIJ.

31 miles

2 stages.

*Authorities—Lieutenant Colonel L. S. Newmarch.  
Persian Gazetteer, 1908*

*Epitome.*

*General Description.—The following is not apparently an established route but it may be used as a line of communication in the cold weather*

*Wa'er—Abundant throughout.*

*Fuel and Fodder—Abundant throughout.*

*Supplies—En route, except fuel and fodder, nil.*

No of stage and total distance	DETAILS
1 KIL .. .. 18 m. North by east.	
18 m.	At mile 7 the Siyah canal, empty and broken, is crossed with difficulty, and the country, hitherto

Shatt al Mulla the road runs eastwards to mile 8½ to the right bank of the Shatt al Hindiyah, following which in an upward direction to about mile 13 the village of 'Amran is passed, lying about half a mile to the westward. The way continues up the right bank of the Hindiyah until a point opposite to Kifl on the left bank is reached, at this spot the Hindiyah is 200 yards wide. The minaret of Kifl comes in sight shortly after the departure from Najaf, and Khan Musalla, on the Karbala-Najaf road, is described to the left soon after striking the Hindiyah.

2 TAWAIRIJ .. 13 m. North north west.	
31 m.	To about mile 5 the road still follows th:

ROUTE No 6—*contd*

right bank of the Hindiyah but beyond that place unbridged canals from the river make a diversion to the left necessary. At mile 11 from Kisf the road has diverged from the Hindiyah 3 miles to westward and Birs Numrud and Khan Hamad are then apparently, both visible the former on the right and the latter on the left hand. At mile 20 the Shatt al Mulla, here a large canal 40 yards wide and 8 feet deep is crossed at a village of the Qarait tribe, and at mile 21 a branch, the Zibdiyah, here 12 yards wide and 3 feet deep is crossed also, a boat is sometimes used to take baggage over the Zibdiyah. The road then bends round to the east of north, and so continues until Tawairij is reached.

For Tawairij, see page 152

## ROUTE NO 7

## FROM KARBALA TO NAJAF

47 miles

4 stages

*Authorities*—Lieutenant Colonel L S Newmarch December 1905  
Persian Gulf Gazetteer 1908

*Epitome.*

*General Description*—This is the route that is used for wheel carts between Karbala and Najaf edge of the Husainiyah canal and from the Shatt-al-Hilla to

*Water*—Very limited throughout stage 1, very abundant from a stream in the middle of stage 2, and sufficient from wells at stage 2, plentiful at stages 3 and 4

*Fuel and Fodder*—Generally limited, good grazing during the latter part of stage 3

*Supplies*—For route 412.

For Karbala see page 30

## ROUTE No 7—contd.

No of stage and total distance	DETAILS
KHAN NUKHA — ILAH. 10m.	10 m South east by south The road from Kar bala to Nukhaiah runs through flat, featureless desert to the west of it is a veritable ocean of golden sand.
" " "	" " " 100 yards square with walls 10 imodite 400 horses cubicles for sleeping galleries of stables.
2 KHAN HAMAD .. 14 m.	South-east by south. About midway be tween Nukhaiah and Khan Hamad a stream 50 yards wide and 4 feet deep said to be a branch of the Shatt al Hindiyah, is twice struck on the

Khan Hamad consists of a large walled enclosure, 250 yards long by 100 yards wide, with 5 caravanserais inside it open-  
ing on to a central court. There are arched cubicles  
in the enclosures  
above the roofs of  
led against rifle fire.  
There is accommodation for 500 horses and 1000 men. Besides  
the large enclosure there are 2 or 3 small khans and about

Note.—Thalai riders and others do this journey in one stage and travel direct to Najaf without touching at Khan Hamad. By so doing the distance is reduced to about 44 miles.

ROUTE No 7—*cont'd*

50 ordinary mud houses. Water is from wells and is said to be always sufficient, but food and fodder are scanty. To the south of the place is sandy desert, and to the north and east of it are about 400 date trees.

**3 KHAN MUSSALA  
(or KHAN MIRZA)**

36m.

leaving Khan Hamad it runs between the pure desert on the right and low lying lands, connected with the Hindiyah, on the left, these last are liable to inundation, but have good grazing during the cold season. About 3 miles short of Khan Musalla the going becomes better

12m. South south east.

The road is sandy for some distance after

Here is a large walled enclosure, containing two caravan sarais which lead one into the other. Outside are 2 small khans and a few coffee shops and about 200 yards to the eastwards are some 30 Arab huts. The place would hold 800 horses and 600 men, but there are practically no supplies. Water is obtained from wells and from a canal which comes from the Shatt-al Hindiyah.

**4 NAJAF**

47 m

11 m South south east

From Khan Musalla to Najaf the road lies over fine sand and the going is heavy.

At mile 11 Najaf, a town of some 30 000 inhabitants, situated in a valley. It has wells and some irrigation. The water is obtained from a few date palms in the town of natural resources being in the desert. All supplies etc. are imported. There is a little oil T O P O. This place is also well known as Miskha-i-'Ali. (See also page 29.)

## ROUTE No 8

FROM KARBALA TO HILLAH

27 miles

2 stages

*Authorities* — Major Newmarch, March 1905  
*Persian Gulf Gazetteer*, 1908

*Epitome*

*General description* — In ordinary weather and in the absence of floods this route is an easy one for all but vehicular traffic in favourable circumstances and with preparation of the canal crossings near Tawairij (stage 1) and improvement of the bridges near Hillah (stage 2), it might perhaps be made passable for wheeled transport.

*Water, Fuel and Forage* — Abundant.

*Supplies* — *En route*, nil, except at Tawairij, stage 1, where there is a good deal of rice and limited quantities of wheat and barley also some livestock.

No. of stage and total distance	DETAILS
KARBALA ..	See page 30.
I TAWAIRIJ .. 13 m	South east.

gation but it sometimes spreads over the road and spoils it in places. About mile 5 or 6 miles the road skirts the village of Sulaimaniyah upon its southern side; and beyond this village is a bad slough which in time of flood can only be passed in boats.

ROUTE No 7—concl'd

At mile 10½ the Dawaliyah, and at mile 12 the 'Abd 'Auniyāt, (both canals from the Shatt al Hindiyah) are passed by fording. From mile 11 the route is very sandy. The single line of telegraph which connects Karbala with Tawarrj follows the route described and is carried upon iron posts, but at the Dawaliyah and 'Abd 'Auniyāt crossings it is strung upon high wooden masts.

buildings  
shops,  
Abu

drink water from the Amurian rivers and streams plentiful. A large crop for rice, limited quantities of barley and wheat. Camels can only be had when the Anzab are in the neighbourhood, but a considerable number of horses and donkeys are procurable in the district, as also bullocks, cattle, sheep, and goats. About a score of medium sized boats. The garrison consists of a half company of reservists. Telegraph Office

2 FILLAH

14 m South east

At Tawauj the route crosses from the right

crosses from the right  
to the left bank of the Shatt al Hindiyah by a bridge of 21  
boats at the town. The country traversed throughout this  
stage is flat, rather sandy, and partly cultivated. The track  
itself is intersected by various canals from the Euphrates,  
which are wider and deeper as Hillah is approached. Those  
nearest . . . .  
enough . . . .  
rail . . . .  
miles . . . .  
find its course make it appear from the distance like a high rail  
way embankment

From mile 4½ the Birs Nemrûd, mound and ruins are visible, first to the right front, and then to the front.

For Hillah, see Route No 9, Baghdad Hillah, page 155.

## ROUTE No. 9.

FROM RIGHDAD TO HILLAH.

22 miles

4 stages.

Authorities.—Lieut. Neumann, March, 1905.

Former Gulf Committee, 1905.

## I. PHYSICS.

**General description.**—A road, unmade but fit for driving, along which public conveyance go daily. Beyond the point where this road separates from the Karbala road the track is not so well marked. Its character as far as Baldujin (mile 50) resembles that of the Karbala route up to Nasiriyah, for the country crossed is, apart from a few minor canals and some sporadic cultivation, merely a dry desert of clay. From Baldujin onwards it runs through cultivated country and along the edge of vast date plantations. A double line of telegraph accompanies the road the whole way from Baghdad to Hillah.

**Water.**—Practical from canals and waterholes.

**Fod and Fodder.**—Firewood is plentiful at all stages, and there is good camel-grazing throughout.

**Fisheries.**—Except Israfil, there are practically no, or none.

No. of stages and total distance.	Description.
1 MAHNUDIYAH.. 2 m. (See page 154.)	
21 m.	
2 KHAN-MIHR. 14 m. Between south WALL.	Description with The road separates from the Karbala road a about mile 8, and gradually diverges from it till at Khan Haswah it is 2 miles southeast of Dokkardiyah village on Baghdad-Karbala road.
S212(w)GSB	

## ROUTE NO. 9—contd

From mile 8 the country is featureless, but Khan al Haswah itself stands upon a slight eminence. This Khan is a one storeyed building, it has a courtyard surrounded by 38 arched recesses intended as lodging places for travellers. Behind these recesses are rows of vaulted stables. A parapet wall about 4 feet high runs all round the roof. The courtyard would accommodate 100 men, and the stables 150 animals. Attached to the Khan is a village of some 60 domed brick dwellings; 2 coffee shops, and a small Zaptiah post. The village owns a few animals, but supplies, except firewood, are practically nil. Some cultivation on the north west side.

**3 KHAN AL-MAHIA 14 m South.**

**WIL**

Route passes through  
desert which, however, is  
cultivated to some extent on the eastern side of the road.  
Between mile 5 and mile 9 three canals from the Euphrates cross  
the road; the 2nd and 3rd are traversed by brick bridges, and  
the 3rd is apparently the Nasriyah canal from the Euphrates.

At mile 8 is Khan an Nasriyah, a deserted lodging on the  
eastern side of the road. About mile 13½ a small water chan-  
nel is crossed.

Khan al Mahawl has walls 18 feet high outside, and is  
similar to last khan but in worse repair. Attached is a vil-  
lage of about 600 inhabitants; it is surrounded by mud walls  
~~at the corners fine coffee shop~~

**4 HILLAH .. 13 m. South**

After crossing the  
Mahawl canal by a  
high brick bridge in bad repair, with a roadway 10 feet  
wide and 12 feet above the level of the water, the route tra-  
verses a plain strewn with ~~debris~~ of old buildings.

At mile 4 the Khutuniyah canal is crossed by a brick  
bridge, and at mile 7 the Nd canal with similar bridge.



ROUTE No. 10—*contd.*

This is the main carriage road to Karbala and Najaf; it is passable for carriages as far as Musayib where passengers cross the Euphrates on foot and take another carriage to Karbala and Najaf. Road unmetalled.

Country irrigated, but not inundated, up to 10 miles. Whole country stoneless, brown soil, road, full of deep ruts, is a foot deep in dust in places, or in mud in wet weather, but for half the distance is good going, as when one road is worn too much, another is taken.

**Water.**—Abundant from streams and canals

**Fuel and Fodder.**—There are date palms at intervals all along this route, but there are no bushes except shok, or thorny plants. Fodder is available at Mahmudiyah (stage 1), and Sikandariyah and Musayib (stage 2). There is fair camel grazing all along the route.

**Supplies**—Obtainable in limited quantities at Mahmudiyah, Sikandariyah, and Musayib

No. of stage and total distance	DETAILS.		
I MAHMUDIYAH	21 m	Starting from bridge of boats, leave Baghdad south gate.	
21 m.			South by west. About 500 yards outside Baghdad a brick bridge, with a ramp leading up to it, is crossed. Water

embankment revetted with brushwood and, filled up, crossed by brick culverts giving passage to floods that cross the line of the road here in wet weather. The top of the embankment is about 15 feet above the surrounding country, and where it leads on to the Kharr bridge it attains its maximum breadth, 45 feet.

The ends of the bridge are 2 stone piers, 16 feet broad and 6 feet long, projecting from either bank; the central portion

## ROUTE No 10—cont'd

consists of a single iron girder 171 feet long carrying a metal d roadway 9 feet wide. In April, when the water in the Kharr stream is 10 feet deep, the height of the roadway above the water is 12 feet. At the south end of the bridge on the east side of the road, is a 2 storeyed brick house, behind which are about 20 mud huts.

After crossing the Kharr bridge the road trends to the south, separating from the bridge embankments which continues westward for about 2 miles and ends in the desert. Near mile 5 the road strikes a bend of the Tigris, but again immediately leaves it.

At mile 6, Khan al Kharabah, a ruined caravansarai, is passed on the east of the road.

About mile 10 there is marshy ground, sometimes dry, on both sides of the road. Beyond this as far as Mahmudiyah the country traversed is dry desert.

At mile 13 there is another deserted caravansarai, Khan Azad, on the west side of the road.

As Mahmudiyah is entered the canal of the same name from the Euphrates is crossed. The canal is here 27 feet broad and 4 feet deep, and the bridge over it is 18 feet wide and has a small arch of 6 feet span in the middle. A little higher up the canal is only 10 feet broad.

Mahmudiyah, an increasing town on the south bank of the canal of the same name, with 150 houses, a dozen shops, 11 khans, and about 1,000 souls. These khans are mostly defensible, one of them being partly loopholed and provided with circular towers at the four corners, in the aggregate they would provide accommodation for about 1,000 men and the same number of animals.

The canal flows for 8 or 9 months in the year, and irrigates fields of wheat, barley and millet.

At Mahmudiyah there are some mounted Zaptiabs and a few regular soldiers.

2	MUSAIYIB	... 20 m.	South south west
			At mile 5, Khan al-
41m.			Bir, a - caravansarai
now deserted, stands on the west side of the road.			

ROUTE No 10—*contd*

At mile 12 Sikandariyah village, 50 mud houses with a Khan and several brick enclosures on left bank of canal of same name. Cultivation being developed, grazing for considerable flocks and herds.

Just beyond here, a canal from the Euphrates is crossed by a brick bridge. Between here and end of stage there is sometimes an extensive slough known as Abu Lupah.

The road strikes the left bank of the Euphrates immediately above Musayib town about 50 yards before reaching the bank it crosses a deep canal by a high brick bridge of which the roadway is 10 feet wide.

The approach to the town is along a broad embankment carefully revetted which contains the river at this point. In the middle of Musayib town the Euphrates is crossed by a boat bridge of 24 pontoons, a rickety and ill maintained structure.

Musayib, situated on both sides of the Euphrates, and shut in by palm trees, main part of town on left bank but some of

embankment earthenly revetted extends for about 600 yards, on the top of which runs the Baghdad Karbala road.

Population, about 3 500 souls, there are 40 000 date palms, transport is not readily obtainable in any amount, forage and provisions limited, boats include about 12 safinahs and a score of sayals. (See also p. 29.)

3 KARBALA .. 20 m. West south west.

— " The road for wheeled  
6 fm. transport from here

to Karbala skirts the northern edge of the cultivation dependent on the Husainiyah canal, at a distance of 2 or 3 miles from the canal, passes the tomb of 'Aun at mile 12 or 13, and finally enters Karbala by the Bab Baghdad bridge.

An alternative route, for horsemen and foot passengers, follows more closely the north bank of the Husainiyah. At about mile 7, it crosses a medium sized distributary from the Husainiyah, empty and ruined, and immediately beyond this

**ROUTE No 10—concl**

it runs over the Wall distributary by a brick bridge, 18 feet wide, with no parapet nor handrail. The banks of the Wall are 45 feet apart, 25 feet high, and precipitous, and the stream at the bottom flows 6 feet wide and 3 feet deep. A short distance beyond the Wall the road crosses the Hamudiyah distributary, which has banks 25 feet apart and 16 feet high. The bridge here is of brick, with an 8-foot roadway.

At about mile 11, another distributary, known as the Abu Salmān, narrower than the preceding ones, and spanned by a bridge of wood and earth.

About mile 12, Khan al 'Atakhi.

To mile 17, route runs along right bank of the Husainiyah, and a number of small canals are passed, the bridges over which are bad and unfit for wheels. The road now crosses to the left bank of the Husainiyah by the Gali Safid. For these last several miles the way has lain through dense date plantations.

From mile 17 to end of stage there are continuous walled enclosures adjoining the road on both sides.

Karbala is a town of about 50,000 permanent inhabitants and has in addition a large floating population. The old town is surrounded on three sides by a wall from 20 to 30 feet high, with towers at intervals, but the work is in bad repair. There are two tiers of loopholes; perimeter of wall, about 2 miles; 5 gates. Large agricultural and garden produce, considerable trade, and a bazaar, and some arbala not a good No males; and

camels only procurable in the autumn when the Bedouins come in. There is a flour mill driven by an oil engine; 2 ice-making plants. Water from Husamiyah canal, or when it is dry, from 20 to 25 wells sunk mostly in the canal bed. Garrison consists of about 240 Turkish soldiers, and there are about 100 Zaptihs generally present as well. Telegraph Office and Post Office. Karbala is also known as Mashhad Husain.

(See also p. 30.)

## ROUTE NO 11

FROM BAGHDAD TO KABAISAH

114 miles

5 stages

*Authorities and date.—Captains Butler and Aylmer, January and February 1908**Epitome.**General description.—This route is practicable throughout*

**Water**—During the winter months many of the numerous wadis which are met with contain either rain pools waterlogged sand and in some of them such as the Wadi Jabal stage 13 there are wells. Except in summer the intervals without water do not exceed two days. The supply is abundant and good at Sakakah and Jauf al 'Amir.

**Fuel and Fodder**—Both abundant is spring, except during one or two short intervals.

**Supplies—Oil**

[See also Route 12 (a)]

No. of stage and total distance	DETAILS
I	NUQTAH AS-SAMIYAH.
18 m.	General direction, west Left Baghdad by the Aleppo Road, passing Zu balidah's Tomb and crossing iron bridge over the canal; an hour after starting. First 3 hours canals and water, afterwards no water but old dykes

At m. 9 Akkar Kuf, old ruins about 2 miles to the north of the road.

At m. 18, Nuqtah-as-Samyah; khan here and small fort; 6 Zaptiabs. Water from canal about 3 feet wide. Practically no grazing. In the flood season all this country is inundated. Camped here. During the day passed Arab tents, flocks, and

## ROUTE No 11—contd.

cultivation at intervals. Road used by wheeled transport but not motorised

2 ILLUJAH 19 m General direction,  
west

37 m About m 4, old Samiyah fort some 2 miles to the south, not used now. Country more undulating. Soil gravelly. Patches of grazing for camels Signs of recent cultivation. No tents or water seen.

At m 19, I' Ilujah, a small village, on the Euphrates of about 100 houses of the usual Arab type. Noticed a good big modern-looking house on the west bank. Breadth of river 120 yards Kind of boats (17 and 2 or 3 spare ones). Grazing for camels. The town is under a Mudir. Camped here.

3 RUMADIYAH 30 m General direction,  
west by north

runs on through level country until 1 hour from Rumadiyah, when a low hill, about  $1\frac{1}{2}$  miles long, west of the road and at right angles to it, is passed. This hill commands the Fallujah-Rumadiyah road. Cultivation all the way to Rumadiyah along the river bank. Saw about 100 horses near Fallujah and about 1,500 sheep on the road. Many *fallakins* living along the river-bank.

At m 30, Rumadiyah, a small town rather larger than F. Ilujah. There is a Mudir here. Camp outside the town, which is generally known as Rumadi.

4 WADI SAYAR . 20 m General direction,  
west north west

87 m On leaving Rumadiyah a canal from the Euphrates called the Tash, and running into the Habaniyah lake, is crossed by a stone bridge.

To m 3, track runs near river. Hills to southward, 5 miles distant, from 50 to 80 feet high.

At m 3, river flows from the north east, road continues through sandy plain. Some cultivation

ROUTE No. 11—*contd*

At m. 8, country on both sides of the road hilly.

At m. 11, road crosses some hills.

At m. 12, Hawai'i's Tomb, a white structure  $\frac{1}{2}$  mile north of road

At m. 15, route touches river once more, but latter bends away north east again

At m. 20, Wadi Sayar, camped near Euphrates Cultivation along river bank Passed *fallahin* villages all day

5 KABAISAH . 27 m General direction,  
west south west

114 m At m. 11, cross an old canal bed

At m. 3½, cross hills which are near river. The old canal bed enters river here. Very rocky crossing over the hills. Cross the carriage road to flat at the top of the hills. See Hit about 1½ hours away to the north. Leave the river for good. At Hit there is one bitumen spring. About 1 hour crossings the hills (3½ miles).

At m. 6, reach high, rocky, hilly plateau. Stony ground; no vegetation.

At m. 18½, pass small well. Sparse dry scrub now begins.

At m. 21½, drop to brackish water standing in wadi bed.

At m. 27, Kabaish. From m. 20½, sparse camel grazing. From m. 22½, the road runs through a plain surrounded by low hills forming a sort of saucer.

Kabaish is an Arab town of about 500 houses, well built of stone, most of them have two storeys. There is a Madir here, and a few Zaptiabs. Several thousand date palms.

Big well about 20 minutes from the town from which all the drinking water is obtained. The water is not very good, being slightly salt. Most houses, however, possess wells, the water of which is brackish, and used for washing and irrigation purposes. Kabaish is commanded by high ground to the south, on which stands the tomb of Shaikh Hotib. This tomb is visible many miles away. Kabaish is the boundary between civilization and the desert. Parties of camel dealers and cloth merchants set out from here to visit the Bedouins and large numbers of the latter come to Kabaish to buy food, etc., then.

## ROUTES NOS 12 (a) TO (e)

## MISCELLANEOUS ROUTES FROM BAGHDAD

(a) *Baghdad to Fallujah.*

The details of the Baghdad Abu Ghurib Fallujah, route are as follows —

Authority — Lieutenant Colonel L S Newmarch, November 1915

of stage and total distance	DETAILS.
	BAGHDAD
	For details of Bagh dad see page 30 On leaving Baghdad pass through gardens and broken mud walls on right bank of river towards the landmark known as Zubaidah's tomb
1	ZAPTIYAH post
3	Zaptiyah post with 5 Zaptiyah Pass some brick kilns lying close to the west of the route. About 400 yards off, in the same direction, is a dyke 12 feet high, also some lay-huts and grave yards
2	Course west by north, country flat and open,
4½	much camel thorn 220 yards further on a telegraph wire, 300 yards to the north is passed
3	SAQHLAWIYAH
	Canal (Saqhlawayah) I Touch the Saqlawi yah Canal which is here 50 yards wide from bank to bank, water in it is 40 feet wide and 2 feet deep
4	Cross route leading from Karbala to Haditha main. This route crosses
6½	the above mentioned canal here, which, in November, conta no water

ROUTE No 12(a)—*contd*

5	1	A large dry canal goes off to the north west
7½	2½	Country flat, open, featureless and covered with camel thorn
6		
10		
General direction S S.W.		
7	1½	Cross a nullah; crossing easy for all arms.
11½		
220 yards further on, on the left bank of the road, pass a deep brick "Balli", containing good water at 35 feet below level of ground; depth of water uncertain		
8	6	Soil becomes very sandy. Scrubby shrubs of tamarisk replace camel thorn. General character of soil hitherto has been a sandy clay.
17½		
Camel thorn		
General character of soil hitherto has been a sandy clay.		
9	3	Cross a large ruined canal and enter a barren dusty plain.
20½		
10	3	Cross several small canals of good water.
23½		
11	ABU GHURAIB 4	* Arrive at Abu Churub, customs station. Here there are two large walled khans and two smaller ones with accommodation for 200 horses and 100 men, grain in large quantities is stored here. The site of the place is high, dry and gravelly. The surrounding country is cultivated on all sides and marshy in places. Many small canals are in the neighbourhood.
Leaving Abu Churub the route runs W. N. W.		
12	3	Country undulating, sand and fine shingle; cultivated on left,
20½		
Barren on right.		

## Report No. 12 (a)—cont'd

13

a)

Post's passes over  
the river

3"

14

FALLUJAH

a)

There at Fallujah,  
a town built of mud  
and brick, situated

47}

on the left bank of the river, population over 6000. It is the seat of a mud珊瑚 a mosque and a mosque, in upper part of which is a small room used by telegraph clerk. The buildings in the lower part of the town. There are one building belonging to Kurayishah on the right bank near the bridge. There is a good camp in ground for a small force on the left bank to the north of the town and another site for a camp for 100 men on point of river bank just outside the town. There are two telegraphs, one running to Akpo and two to Baghdad.

The river Euphrates is here spanned by a bridge of 25 boats, breadth of bridge 12 feet, practically no handrail, is done in a state of disrepair, each boat is 20 feet long, 5 feet deep, and 11 feet wide.

Breadth of river at bridge is 227 yards, and current 1½ miles per hour, extreme depth 25 feet.

## (1) Routes from Baghdad to Armenia and Syria.

The chief route from Baghdad to the north is by Dujail, Harrah, and Samarra to Tikrit 104 miles, while the main route to the north west passes by Abu Chirah, Fallujah, Iwādiyah, and Hit, and reaches 'Amrah at 216 miles. The Tikrit route follows the Tigris, and the 'Amrah route to the Euphrates line. Forty days is about the time taken by a laden caravan to reach the Mediterranean from Baghdad. The old postal route between Diarbekr and Baghdad lies in an almost direct line across the desert, or desert, and crosses the Euphrates at Fallujah. It is over 700 miles in length, and the journey occupies about 10 days. The camel post now travels via Akpo.

## (c) From Bagdad to Sulmaniyah, via Salahiyyah (or Kifri), 165 miles

(d)—(1) 1 m. N. of Bagdad to Mural and Salahiyyah (or Kifri), Kirkuk, and Arbil 294 miles.

## ROUTE No 12 (a)—contd

2) From Sulaimāniyah to Arbil 100 miles

(3) From Arbil to Ruwanduz 40 miles

(4) From Ruwanduz to Mosul, 95 miles

(e) From Baghīdā to Mosul via the right bank of the Tigris  
231 miles

(f) (e) Iayhda<sup>\*</sup> to the Persian Frontier

(1) To Khānajin, 95 miles, via Ba'qut'ah, Shahratān  
and Qazīl Rūdū

(9) To Mandali, 79 miles, via Khān Bāni Sā'ad, Buh  
rū, and Balādūz

*Muhammadi to Difufi until the new bank of the Kärnun, Ahwaz and Shadafur*

(Reference—Routes in Peru, Volume III, Nos. 89 and 70)

Stage	Distance	Road suitable for	Road and Camping ground	Water and Resources	Amount to be carried by each animal	Remarks
1 Qibab ..	..	?	..	Water—From river soil (though mostly stony) and swampy. No ob- stacles to carts in dry weather.	9	The road is fit for carts in dry weather. Fuel—Is said to be scarce, though canard bushes are available near the river.
2 Camp (near Abrat Miaudi).	15 22	..	Across level country with sparse grass along bank of Kärnun winding to avoids marshes.	Water—From river Fuel—?	12	Pasture—Grazing is available after the winter rain and there is in many places a fringe of cultivation along the Kärnun River

## Route I—cont'd.

Place	No. 1 bulletin for	Road and Camp by ground	Water and Resources	Amount to be carried by each animal	Remarks.
Qut el Ahd	12 31	... Cross a barren country of tank from river Lank	Water—From wells or pond of small water. Food— Fodder— Patches of grass. Supplies— Sed	12	There is no informa- tion about camp- anywhere but space is unlimited at any rate as far as Alwan and village are said to be dotted along the banks of the Karto of a few miles
Qut el Ahd	13 47	... After 10 km cultiva- ted or covered with grava soil so little as flood as before	Water—From river Field—Tamarix grown freely Food—? Fodder—? Supplies and water and are cultivated along the Karto	12	
Qut el Ahd	20 67	Truck follows river bank of the Karto.	Water—From river Food— Field F—? Supplies—?	12	
Umm el Tamarix					

14	82	At Ummat Tamm crosses Laram river There is one small berry bank. Horses and mules swim.	Water — From river Fuel — Petrol Food — Grating an green fodder In Piles Supplies — A boat of Indians could probably be used. Lent. Grain is exported in large quantities	Arrangments try boats would have to be made before hand	3
14	82	10 93	Road along Tarm level. Stable to house dation. Good halting place	Water — From river Fuel — Petrol Food — Grating an green fodder In Piles Supplies — Excellent	3
14	82	11 110	Along left bank of Kacur, the right bank of which is cultivated.	Water — From river Fuel — A good deal of jungle on the banks	6
4	Band I-Q-T		Road hard and good. Ali Garzir is crossed by a bridge.	Fodder — Grating good and cut in a ten to no briquettes Supplies — Plenty available	9
9	Denshatbad (Suri)	14 121	Camp 2 miles north of junction of the 2 rivers	Water — From river Fuel — Scarce Food — Grating available Supplies — Scanty	9

## ROUTE NO I -contd.

Blg.	Distance	Non 1 equival. etc	Non 1 Camp- ing ground	Water and Resources	Amount to 1 carried by each animal	REMARKS.
10. Shandar	"	15 112	"	At first alike then over well irrigated country and then narrow and dry. Camp?	Water - All abundant green grass Forest - Pleasant Fodder - Good grass Water - Fine it is very fertile and cattle import a brigade easily	3
11. Kahrak	"	20 120	"	Cross Ghazal River dry ferry. Over low hills and then enter broad alluvial plain	Pure - Identical Food - Very scarce Water - ? Vegetation - Possibly identical water exists in the village 4	3
12. Difri	"	16 175	"	Cross Kahrak stream dry in summer, usually dry also later across steeply pencil top Jalbing & group 1	Water - Good Food - Identical, Food - Vegetation - Very scarcity of grass and water	3

This is one of the best stages  
which he made into  
Jumarchay halting  
at Lachanah (16 m)  
and slab plateau  
(14 m)

There is also an alleys  
native rice Ahi field.

THE JOURNAL OF CLIMATE

Bridges by Period Volume III (in the 19th and 20th)

## ROUTE NO I--contd.

Stage	Distance	Road suited for	Road and camping ground.	Water and Resources.	Amount to be carried by each animal.	REMARKS
10. Shashur	18 143	..	At first above river, then over well irrigated country. Road narrow and bad.	Water—Abundant. Green River Fuel—I lentil oil Food—Dried meat Dogs. Supplies—The district is very fertile and could support a brigade easily.	5	This and the next stage might be made into 3 marches by halting at Pehan Lih (15 m) and Shah Qasmar (14 m). There is also an alternative rd Abi Rd.
11. Kethnaik	20 125	..	Cross Chaitali River by ferry. Over low hills and then enter broad alluvial plain.	Water—Pentiful Fuel—Very scarce Food—? Supplies—Pakely Filtered water units in the village.	3	
12. Dirful	16 175		Cross Kethnaik stream dry in summer, usually found in the latter across stony ground undulating ground.	Water—Good from river Fuel—I lentil oil Food—?	3	Supplies—Large supply of gram and meat.

**ALTERNATIVE TO ROUTE I, FROM MUTAMMAREN TO ANWAY ALONG EAST BANK OF KAROU RIVER**

(Reference—Routes in Persia, Volume III, Routes Nos. 66 and 72)

Stage.	Miles.	Road suitable for	Road and Carrying ground	Resources	Scale of supplies to be carried on each transport animal	Remarks
Marid from oil refinery on Abdalan Island.	12	Carts in dry weather	Cross Bahmanehi channels and Marid canal road over level plains	Water—Good from river fleet Food—Small quan. tities Fodder—Food grass in spring Supplies—Oil.	12	The Bahmanehi (the oil) and the Marid canal would require traversing to obtain for carts
Kebulabid	15	Do	Road over level plain	Water—From river Food—Small quan. tities Fodder—Or as in E after rain Supplies—Oil.	12	
Gazalbawiyeh	..	10	Do	Road over level plain	Water—From river Food—Small quan. tities Fodder—Food grass in spring Supplies—Oil	12

ALTERNATIVE TO ROUTE I, FROM MUTHAMAYAREN TO ANWAZ ALVO EAST BANK OF KARUN  
RIVER—contd.

Stage	Mile.	Road suitable for Toad and Camel- drover groups	Resources	Scale of supplies to be carried on each transport animal	REMARKS.
Albas wdes	..	Cards to dry weather	Used horses, Possi- bility of river	Water — From wells, no information Fuel — Food — Supplies —	This part of the route could only be used if it had been ascert- tained that there was sufficient water at Albas. Otherwise, along that the route along the river bank and islands, would have to be used, the River route is 9 miles longer
Kut 'Abdu'lah	..	Do.	Road and approach to river	Water — From river Fuel — Food — Supplies —	12
Anwaz	..	Do.	Do	Do	12 via Main Route

## ROUTE 11

FROM BANDAR MASHUR TO SHUSHI'R AND RAMUZ.

(Preference—Routes in Persia, Volume III, Routes Nos. 63 and 72.)

Stage	Miles	Road suitable for	Road way	Resources			Cross the R. Jar either— (i) At Marvar by ferry. Boats up to 10 x 6, draft up to 3 can be brought from Yalla Irib and Narreh. Or (ii) At Khalat- abad. Ferry able at most times of the year by pack animals with loads. If no inflatable boats can be brought from Vekzar
				Camps.	Water	Supplies.	
1. Marvar	16	16	There is no obstacle to cross in dry weather except for the passes of the Persians between Il Jarrahl and a point in stage (3) after min only make easy pass.	No details, probably space is limited.	Good from Il Jarrahl.	Ferry—Boat etc.	0

ROUTE II—contd.

No. of Kilometers	Mile-	Road suitable for	Boundary	Camp.	Resources.			Scale of supplies to be carried by each transport animal.	Remarks
					Water.	Good	from Elbur		
2. Kharrah	16	32	There is no obstacle to carting dry wreather, except the roads across the R. Jarrath and a point in stage (3) after rain only mule can pass.	Good throughout, very heavy after rain.	No details, probably space also limited.	Ditto	Ditto	0	
2. Chirg or Salih.	10	43		Ditto	Ditto	Ditto	Ditto	12	
2. Ramah (Farm No. 19)	60	Ditto	Ditto	Ditto	Ditto	Ditto	Good from R. Jibur, above Gail.	3	

				Fuel—Scarce	0
4	Mahmudi Ych.	8 08	Carts	Follow hill to avoid cul- tivation.	
	Kasdak R	10 84	Carts	Two or three hills to be crossed to be forded.	?
	Mati'l Bond	11 06	Carts	Up valley N able to be water logged after rains	1
	Tardi Sarsa	13	Carts	Crosses some torrent beds 10 miles over plain.	?
	Sundar	13 140	Carts	Over a plain and 60 miles along the main road from Isfahan.	1 Yds
				No details	Route I
				Fuel—Scarce	12
				Fuel— Scarce	12
				Fuel— Scarce	12
				Fuel— Scarce	12
				Fuel— Scarce	12
				Telephone sta- tion on pipe line	3

LITERAL COMMUNICATIONS BETWEEN ROUTES I AND II

A.—FROM END OF MASHUR TO MULAMMAREH.

(Reference—Routes in Persia, Volume III, Route No. 51)

Stage	Miles.	Road suitable for	Roadway	RESOURCES			Scale of supplies to be carried by pack animal	REMARKS
				Camps.	Water	Supplies.		
I. Parvandeh	15	15	Pack train or camel on good ground but crosses with difficulty	Across ground	Space ample	Good River Jams id.	Fuel Storage and Docks at sheep	Guides should be employed after 1st stage
II. Jaz Jurch	15	30	Dc.	Formation channels after 8 miles	No details available and space	Camp other	Fuel Ob tainable Feeder.—Ob tainable Supplies — half	At 12 miles is a small 1.5 wide The water should be cut off 2 miles to the north and the canal banks ramped. Thus canal system of Lashkhan is controlled from here.

R.—FROM MAKsar TO AMIVAZ

(Referencia—Routes in Peru, Volume III, Route No. 67)

L. And Camp	\$1	Orts	Zn cert after heavy rain.	Dead level sulphur after rain.	No details. Probably sample system.	Bad water pools.	None.
R. Shreve	"	"	Do ..	Ditto,	Do ..	W/le Route L.	

C—From RAMDZ to AMWAZ

(Reference.—Route in Peru, Volume III, Route No 65.)

11	11	Pack train port.	Across swampy villages.	No details.	Good. From stream to X 1 stat. of villages.	Enough for 2 regiments could be col- lected.	This trouble is inevitable for troops, owing to the unhealthy nature of the ground and mosquitoes.
----	----	---------------------	----------------------------	-------------	--	---	--

## C—From PALUZ TO ANKARA—cont'd

No.	Mile.	Post office	Road way	Capita-	Baptistical		Date of exp. of carried by each trans-	REMARKS
					Water	Wells		
51	1	2	Pekmez port	Aziziye Government House	Yard 1 "Ch. Lukuklu, N. Derecapit Funda Dere Ozel Dere Lipsi Cakabur	1	1	Cross the Ceyhan River usually forded. It is safe to do this. Guide should be em- ployed here.
52	27	22	Duz	Layev tract long f. 2m.	Yard 2 "Layev Trk" Route L.	1	1	

D—From SAVMELI TO WUS (via LAYEV ROAD)  
(Preference—Routes in Persian, Volume III, Route No. 19)

No.	21	22	Cerkez, fr curr. at 5 months the money will and money up to 9 months	Arrive at 5 months curr.	Yaz Road I		Yaz Road II
					Arrive at 5 months curr.	Yaz	
							Sarach. It value from Y Giresun shd be employed.

## APPENDIX A

*Note on Qatar Peninsula and Dohah.*

The Qatar Peninsula, to the east of the island of Bahrain, is

Since about 1900 various attempts have been made by the Porte to assert its sovereignty in other parts of the Qatar peninsula, and in 1910 Turkish mudirs were to be despatched to Zubarah, 'Odaid, Wakrah, and Abu 'Ali Island. His Majesty's Government, however, protested against this, and, indeed, have never acknowledged Turkish rule in Al Qatar.

In 1913 Turkey consented to remove her garrison from Qatar; but that agreement has not yet been signed, hence the garrison remains.

*Dohah* — Dohah which is the chief town of Qatar, stands on

is no information about any piers or wharves.

The town is built up the slopes of some rising ground, and has a frontage towards the sea of nearly 2 miles.

The Turkish garrison lives in the fort of Al Buda', which is in the centre of the town and a little back from the sea.

The garrison consists of, at the most, 100 infantry and there are said to be 12 gunners in charge of two old guns. There is an outpost of eight Turkish soldiers in a tower over the well of Ruslairib, about a mile from the fort.

## C—From RAMUZ TO AHWAZ—contd

Stage	Miles.	Road surface for	Railway	Camp s.	Requirements		Sects of in prov. to be taken by train port on mail	REMARKS.
					Water	Supplies		
4. Sh. Mabeh	21	3°	Pack train po t	Artes & plain and swampy ground.	East of the Kash Mts ab t reGup I	Scars Draint be Opent lush but d untable	Cross the Gajal R ver. was fordable in passage a Web rury G dea should be em ployed here	
5. Ahwaz	27	50	Do	Level less plain	West Route I			
								Sh. mabeh is a a use loco ty Gud is should be employed.

## D—From SALMIEH TO WAIS (THE LYNCH ROAD)

(Reference—Routes in Persia Volume III Route No 69)

1	Wais	24	24	Carav cent & m es	ex barred vert	Flat	West Route I

## APPENDIX A.

## Note on Qatar Peninsula and Dohah

ago his father was engaged in hostilities with the Turks, who succeeded, after some hard fighting, in establishing a garrison in the fort of Al Bida' (Dohah) on the eastern side of the peninsula and in reducing Jasim to nominal subjection. He is now styled

Leopoldus as large a force as he is ever likely to bring together.

Since about 1900 various attempts have been made by the Ports to assert its sovereignty in other parts of the Qatar peninsula, and in 1910 Turkish *mudirs* were to be despatched to Zubarah, 'Odaid, Wakrah, and Abu 'Ali Island. His Majesty's Government, however, protested against this, and, indeed, have never acknowledged Turkish rule in Al Qatar.

In 1913 Turkey consented to remove her garrison from Qatar, but that agreement has not yet been signed, hence the garrison remains.

*Dohah*—Dohah which is the chief town of Qatar, stands on the south side of a deep bay on the Qatar Peninsula, which forms a natural harbour about 3 miles in circumference. The harbour is landlocked with a narrow and shallow entrance, allowing no entry to ships of over 15 draught. The soundings inside the harbour vary from 3 to 5 fathoms and are regular. Landing is easy, and not likely to be interfered with by a swell. There is no information about any piers or wharves.

The town is built up the slopes of some rising ground, and has a frontage towards the sea of nearly 2 miles.

The Turkish garrison lives in the fort of Al Bida', which is in the centre of the town and a little back from the sea.

The garrison consists of, at the most, 100 infantry and there are said to be 12 gunners in charge of two old guns. There is an outpost of eight Turkish soldiers in a tower over the well of Rushairib, about a mile from the fort.

The population consists of about 12,000, and is made up of Arabs, Negroes and Persians. They are more likely to side with the British than with the Turks.

The only water in the town is from a well of brackish water. The town supply is drawn from some good wells about 3 to 4 miles inland. There are no supplies, and even firewood is scarce.

Shaikh 'Abdullah, who succeeded to the chiefship of Qatar in 1913, is friendly towards the British, and afraid of Bin S'aud. He would no doubt be glad to be rid of the Turks.

## APPENDIX B.

## IMPORTANT PERSONAGES.

Sheikh Khanzal Khan, K.C.I.E., K.C.S.I., of Muhammarch (Sardar-i-Arfa) was born in 1861, and succeeded his brother in 1897. He is to all intents and purposes independent of the Persian Government. He has always been consistently friendly to the British and now in his old age depends more than ever on British advice. He is a capable and sensible man, his influence reaches as far as Dizful, where the Lurs even respect him. He owns much territory on Turkish soil.

*Shaikh Chanib*, Shaikh Khasal's eldest son and heir was born in 1891. He was Governor of Ahwaz in 1912-13, but was said to be puerile and neglectful. Even the Shaikh was doubtful whether the Arabs would accept him as chief.

*Haji Rais ut Tajjar*, the Shaikh's right hand man born about 1850 an important and wealthy merchant. He is very friendly to the British, but not fully trusted by the Arabs. Both he and his son *Mushtir ut Tajjar* have travelled in India. A very capable man in his prime, but is now too old to do much. His son may succeed him as the Shaikh's Wazir.

### LION by the Shank.

Sardar Jang Ikhani of the Bakhtians, born about 1859  
One of the best of the Bakhtiari Khans being credited with  
pluck, and determination. In 1912-14 he was in charge of the  
Bakhtiari road during which time he maintained some order,  
and also showed a friendly attitude towards Great Britain.

Luristan  
'Arabistan  
sures, but  
protection. He is said to be weak and incompetent. Sir W.  
Townley in 1914 found him furtive and unreliable and intent on  
feathering his own nest.

*Sardar : Akram Governor of Khurramabad born about 1860 and lives at Tarkhan. He is head of the Amari tribe of Lurs.*

The population consists of about 12,000, and is made up of Arabs, Negroes and Persians. They are more likely to side with the British than with the Turks.

The only water in the town is from a well of brackish water. The town supply is drawn from some good wells about 3 to 4 miles inland. There are no supplies, and even firewood is scarce.

Shaikh 'Abdullah, who succeeded to the chiefship of Qatar in 1913, is friendly towards the British, and afraid of Bin S'aud. He would no doubt be glad to be rid of the Turks.

## **APPENDIX B**

#### IMPORTANT PERSONAGES.

*Shaikh Khazal Khan, K.C.I.E., K.C.S.I.*, of Muhammarch (Sardar-i-Arfa) was born in 1861, and succeeded his brother in 1897. He is to all intents and purposes independent of the Persian Government. He has always been consistently friendly to the British and now in his old age depends more than ever on British advice. He is a capable and sensible man, his influence reaches as far as Dizful, where the Lurs even respect him. He owns much territory on Turkish soil

*Sheikh Chasib* Sheikh Khazal's eldest son and heir was born in 1891. He was Governor of Ahwaz in 1912-13 but was said to be puerile and neglectful. Even the Sheikh was doubtful whether the Arabs would accept him as chief.

Haji Rais ut Tujjar, the Shaikh's right hand man born about 1850, an important and wealthy merchant. He is very friendly to the British, but not fully trusted by the Arabs. Both he and his son Mushir ut Tujjar have travelled in India. A very capable man in his prime but is now too old to do much. His son may succeed him as the Shaikh's Wazir.

about  
governor of  
no ambi-  
ith aspir-  
ability. The shatkh

*Sardar Jang Ilkhani* of the Bakhtiars, born about 1869  
One of the best of the Bakhtiari Khans being credited with  
pluck, and determination. In 1912-14 he was in charge of the  
Bakhtiari road during which time he maintained some order,  
and also showed a friendly attitude towards Great Britain.

Nazam e.  
Lunstan  
'Arabistan  
sures, but  
protection He is said to be weak and incompetent Sir W  
Townley in 1914 found him furtive and unreliable and intent on  
feathering his own nest.

*Sardar : Akram, Governor of Khurramabad born about 1860 and lives at Tarkhan. He is head of the Aman tribe of Lurs.*

and he has indirect control over a large number of tribes. He is a man of some energy and ability, and has shown himself friendly to British travellers. He is addicted to drink and opium.

*The Wali of Pusht-Kuh* : hereditary ruler of the Lurs of Pusht-Kuh is in alliance with the Shaikh of Muhammarch being a member of the famous League of the South which included the Qashqai and some of the Bakhtiari Khans. He is very hostile to the Turks on the border

*Shaikh of Kuwayt* —Sir Mubarak bin Suhah, K.C.I.E., K.C.S.L, born about 1850 beginning to suffer from senile decay Dislikes Turks and is friendly to Great Britain Has absolute power

\* *'Abdul Aziz bin Sa'ud* —Wahabi Shaikh of Najd, has approached British polt treat for terms of at 1913, he drove the Ti was appointed Wali an nominal sovereignty well armed fighting men. He stands head and shoulders above other Arab chiefs, and they have implicit faith in him

*Ajam* —Son of Si'adun Pasha late chief of the Muntafik Arabs Si'adun Pasha was arrested by the Turks in August 1911 through the treachery of Sayid Talib and deported to Aleppo where he died immediately after his arrival Ajam has several times threatened Basrah

*Sayid Talib Bey*—(naqibزاده), Deputy for Basrah born about 1870 of great influence among the Arabs of Basrah Until March 1914 he was looked upon as a leader of the "Arab revolt" at Basrah, but then he suddenly became a pro Turk. Strong wilful, utterly unscrupulous, usually in debt Held Basrah in the palm of his hand by means of a band of armed men. Has about a dozen murders to his credit Submitted to us, January 1915 Now in India

*Colonel Subh Ery*—Wali of Basrah, arrived July 1914 Surrendered at Qurnah, December 1914

*Djavid Pasha* —Wali of Baghdad, arrived Baghdad early in 1914 a strong military administrator, energetic and intent on reforms. Reported to have been recalled in December 1914

*Brigadier Hammud Den Pasha*—Commandant, XIII<sup>th</sup> Army Corps, arrived Baghdad February 1914 Said to be on good terms with the Wali.

*Major Bahâ ud Dîn Bey*—Chief of the Staff, XIII<sup>th</sup> Army Corps

*Major Sami Bey*—In May 1914 officiated as Chief of the Staff for Bahâ ud Dîn, who was deputed to Kuwait regarding Nejd and Hasa affairs

*Sulaiman Mazî Bey*—Wali of Musal Said to have been appointed Wali of Baghdad at the end of 1914

*Brigadier Abdul Hamid Pasha*—Inspector of Reserves (Redif) arrived Baghdad, April 1914.

*Major Ismail Haggi Bey*—Arrived Baghdad, May 1914 to take command of the Gendarmerie

*Meissner Pasha*—German Engineer in charge of the Baghdad Railway works at Baghdad

*Sheikh Chadban*—Chief of the Banî Lam tribe, lately (1914) engaged in hostilities with the Sheikh of Muhammara. (See p 54)

*Sulaiman Aslani Bey*—Commanded the Turkish troops near Nahr Rotah, and was wounded in both legs

*Asad Lawa*—In January 1915 reported to be in command of the 12th Turkish Corps, not very knowledgeable but above average of Turkish Generals Commanded a brigade in the Balkan war and afterwards, on reorganisation, the 1st Division.

*Ibn Rashed*—'Abdul 'Aziz Ibn Mettaab Ruler of the Shammar

been called Rashed, the ruler of the day is usually spoken of as Ibn Rashed

## APPENDIX C.

## GLOSSARY OF ARABIC AND TURKISH TERMS.

*Arabic.*

Abu : father (used as prefix to denote possession).	Ghaam : sheep.
Abyadh : white.	Gharb . west.
'Adu : enemy.	Habi : rope.
Ahmar : red.	Haram : sanctuary.
'Ain : spring.	Hasb : war.
Awah : yea.	Hisn : horse.
Akhhdhar : green.	Ibn : son.
Akl : food.	Jabal : mountain.
'Alaf : fodder.	Jamal : camel.
'Arabah : carriage.	Jami'ah mosque
'Askar : troops.	Janub : south.
Aswad : black.	Jazirah Island.
Azraq : blue.	Jisr . bridge.
Bab : door, gate.	Kabit : big.
Baghl : mule.	Kadish : baggage pony.
Bahr : sea.	Kalak : raft. —
Baida : desert.	Kasir : short.
Baidh : eggs.	Khaimah : tent.
Bait : house.	Khan : inn.
Balad : town, land.	Khor : inlet. —
Ballam : small boat (used in the Shatt-el Arab).	Khubz : bread.
Baqarah : cow.	Lahm : meat.
Bir, well,	Ma : water.
Birkah : tank.	Madinah : city.
Dhurrah : Indian corn.	Markab : ship.
Dujajah : fowl.	Mina : harbour.
Fulus : money.	Mi'zi : goat.

Nahr : river.	Sharg : east.
Nakhl : date palm.	Sharr : bad.
Naqah : female camel.	Shati : river bank.
Qaryah : village.	Shimal : north.
Qast : fort.	Suq : market.
Quffah, coracle (see p. 97.)	Tall : hill.
Ras : head, cape.	Tamr : date.
Rajul : man.	Tanq : road.
Safnah : river sailing boat.	Tawil : long.
Saghur : small.	Tayyib : good.
Shaik : chief.	Thaman : value, price.
Sha'ir : barley.	Tibn : straw.
Shajarah tree.	Wadi : valley.
Sharif, holy, descendant of the Prophet.	Walad : boy.
Sajah : a kind of small boat.	

## { GLOSSARY OF TURKISH TERMS .

Ak : white.	Khana house.
Bala : high.	Kilissa church
Burun : cape	Kishiak winter quarters, brat racks
Buyuk : great.	Kizilted
Chader tent	Kuchuk small
Chai : river	Misjid mosque
Dish mountain	Modir governor of a nahiyah.
Dere : valley	Mutisamif governor of a san jaq
Duz plain	Ovu plain
Ey house	Sanjq administrative district
Geul lake	Shahr city
Hissar castle	Su water, river
Irmak river	Tepe hill
Jami mosque.	Ufak short
Qaimaqam governor of a qadha	Uzak far off
Kale castle	Uzun long
Kapu : gate	Wali governor general of province
Kara black	Wilyat province
Qadha sub district	Yardak summer pasture.
Keupti bridge	Yol road
Keni village	
Khan inn.	

## TURKISH RANKS.

Mushir Field Marshal.

Birinci Ferik General.

Ferik Lieutenant General.

Liva Major General.

Miralai Colonel.

Kaimmakam Lieutenant-Colonel.

Bimbashi Major.

Yuzbashi Captain.

Mulazim : Avval Lieutenant.

Mulazim : Sanu 2nd Lieutenant.

Arkun : Harb Zabit Staff Officer.

Taver Aide-de-Camp.

Tabib, Jerrah Medical Officer, Surgeon.

Baitar Veterinary Surgeon.

Chaloush Sergeant.

Onbashi Corporal.

Nafar (piada, sowar or topji) Private, trooper or gunner.

## GLOSSARY OF TURKISH TERMS.

Ak white	Khans house
Bala : high	Kilise church
Burun : cape	Kishlak winter quarters bran tacks.
Buyuk great	Kizil : red
Chader tent.	Kuehuk small
Chai : river	Masjid mosque
Dagh mountain.	Mudir governor of a nahiyah
Dere : valley	Mutasarif governor of a san jaq
Duz : plain	Oyu plow
Ey house	Sonjaq administrative district.
Geul lake	Shahr city
Hissar castle.	Su water river
Irmak river	Tepe hill
Jami mosque.	Ulak short
Qaimaqam governor of a qadha	Uzak far off
Kale castle	Uzun long
Kapu gate	Wali governor general of provinces
Kara black	Wilayat province.
Qadha sub district	Yashak summer pasturage.
Keupri bridge	Yol road.
Kent village.	
Khan inn.	

## TURKISH RANKS.

Mesbir Field Marshal.

Bisnji Ferik General.

Ferik Lieutenant General.

Lava Major General.

Mirala Colonel.

Kaimmakam Lieutenant-Colonel.

Bumbash Major.

Yuzbashi Captain.

Mulazim : Avval Lieutenant.

Mulazim : Sanj 2nd Lieutenant.

Arkan : Harb Zabit Staff Officer.

Taver Aide-de-Camp.

Tabib, Jerrah Medical Officer, Surgeon.

Balitar Veterinary Surgeon.

Chaloush Sergeant.

Onbashi Corporal.

Nafar (piada, sownari, or topji) Private, trooper or gunner.

## TECHNICAL MILITARY TERMS.

Army: Urda.

Army Corps: Kol Urda.

Baggage: Ashia.

Battalion: Tabur.

Battery (fortress): Tabla.

Battery (field): Batteria.

Brigade: Liva.

Company: Buluk.

Division: Firka.

Engineers: Isliklam alai.

Ford: Ghechid.

Headquarters: Merkez.

Map: Kharita.

Outpost, advanced guard: Ileri Karagol.

Prisoner: Yessir.

Rear guard: Dum-dar.

Regiment: Shal.

Right-Left: Sagh-Sol.

Section: Takim.

Sentry: Nubatji.

Sentry's challenge: Kundir-o-or Kun dir (who is that?)

*Answer.—Kimse Yok* (it is no one) *then*  
*bis Ingliz* (an Englishman).

Siege: Muhastra.

Squadron: Suwar buluk.

Transport Naqliyah.

Victory: Ghalibah or Fatteh.

## APPENDIX D

## WEIGHTS, MEASURES, CURRENCY, CHRONOLOGY.

*Weights* --The standards of weight vary from place to place, and we shall therefore deal chiefly with those of Baghdad, the commercial capital.

At Baghdad two systems of weightment exist side by side which may be called the local and the non-local. The first is applied, with certain exceptions, to local produce and is founded

			English.
			lbs oz dr
	1 Ruba'	..	0 8 12}
4 Ruba'	..	1 Waqiyah	2 3 2
2 Waqiyah	..	1 Huqqah	8 12 8
1½ Huqqahs	..	1 Charal	13 2 12
4 Charaks	..	1 Mann	52 11 0
4 Manns	..	1 Waznah	210 12 0
20 Waznahs	..	1 Taghar	4,216 0 0

are treated in the case of grain as equivalent to 1 Waznah. At present the caravans employ the French kilogramme with its sub-divisions and multiples.

At Basrah the unit of local weight is a Huqqah of 2lbs. 12 oz. English and the local Waqiyah is 2½ Huqqahs. A Mann of ghi

at Basrah is 50 local Huqqabs and a Mann of grain 60, and the Basrah Taghar containing 1,200 Huqqabs is treated as roughly equivalent to 1½ tons English.

*Measures*—At Baghdad there are three measures of length, each founded upon a different Dhara' or "yard." The Dhara' Baghdad—or Bagdad yard—is the most generally used.

measuring carpets and in other transactions with Persians the standard is the Dhara' Shah—of about 41 inches, its Charak, also called a Ruba', equals 10½ and its 'Aqad 2½ inches. British goods are estimated in British yards, and other European goods in French metres. Thus we have three different Charaks of length, as well as the Charak of weight, and a Ruba' of length besides the Ruba' of weight.

*Liquids*—There are no standard measures for liquids, and these are sold by the pot or the bottle, the pots being of all sizes and the bottles generally reputed pints or quarts.

*Distances*—Distances, except in official measurements which are made by Kilometres, are estimated in hours and days; the unit is the space covered by a walking horse in sixty minutes and so fluctuates from about 3 to 4½ miles.

*Land measurement*—The commonest unit of land measurement is the Faddan—which varies in size from one place to another.

or rather more thus would give the Faddan an area of about 44½ acres. The Donum, it should be mentioned, is sub divided into 1,600 Dhura' Mi'mari. There is also a Jut, the area that a yoke of 1 bullocks can plough, which is from 70 to 100 Donums. At Basrah the Faddan is unknown and the unit of land measurement is a Janib,—which is about equal to 1½ English acres and is supposed to contain 100 date palms.

**Currency.**—The question of the currency in Iraq is difficult and complicated. The only fixed standard of value is the Lirah or Turkish pound, equivalent worth about  $\frac{1}{4}$  of French money, and to it all other coins and denominations must be regarded as subsidiary, there are numerous and some of them are fictitious, while the values of others are fluctuating. The subject is discussed below with reference to Bagdad rather than to Basrah.

The Lirah is habitually resolved into no less than six different varieties of piastre or Qursh—all of which are fictitious. The first of these is the "gold" piastre, which is simply  $\frac{1}{25}$  of a Lirah and is the official piastre of the Turkish Government, all taxes and all payments to State departments must be rendered in gold piastres, for example a one piastre postage stamp can only be purchased for a coin which, whatever its denomination may be, is currently worth  $\frac{1}{25}$  of a Lirah. The next three kinds of piastre are all termed Majdivah,—but properly the name belongs to the first of them alone, of which 102 6 go to a Lirah, the Imperial Ottoman Bank keeps its accounts in these as well as in gold piastres. The remaining sorts of Majdivah piastre are one of which 103 5, and another of which 108, are equal to a Lirah; the former of these is used by merchants in keeping their own books and for wholesale transactions generally, while the latter is employed partly for ease of circulation and partly on account of its close correspondence in value to the actual silver coin called a Qursh Sagh. The two remaining kinds of piastre, both called Rauj—are employed in retail accounts; of the one there are 414 and of the other 432 to the Lirah from which it will be seen that they are merely quarters of the Majdivah piastres standing at 103 5 and 108 to the Lirah.

We now come to the actual medium of circulation. There are five Turkish gold coins of 5, 2½, 1,  $\frac{1}{2}$  and  $\frac{1}{4}$  Lira respectively; very com  
which is  
pectively  
76 666 and 80 respectively of the two sorts of Rauj piastre.  
In cash transactions, in the absence of a special understanding,  
5 4 Mawdis are accepted as the equivalent of one Lirah. A  
table of smaller coins and their approximate English

as follows —the Parah, with which it opens, is an imaginary coin but the others (in the second column) have a material existence —

		£	s	d
5 Paraha	— 1 Fulsan	0	0	0½
2 Fulsan	— 1 Qurah Rauj or Mithq	0	0	0½
2 Mithqs	— 1 Qamari	..	0	1
4 Mithqs	— 1 Qursh Sagh	..	0	2
5 Mithqs	— 1 Ruba' Bashlik or Abu Khamsah.	0	0	2½
8 Mithqs	— 1 Qurshain Sagh or Abu Thamaniyah.	0	0	4
10 Mithqs	— 1 Nusf Bashlik or Abu' Ashrah.	0	0	5
2 Nusf Bashliks	— 1 Bashlik or Ruba' Majdi	0	0	10½
2 Bashliks	— 1 Nusf Majdi	..	0	1 8½
2 Nusf Majdis	1 Majdi	..	0	3 5½

Of these small coins the Fulsan and Mithq are believed to

The deficiency is made up with foreign coin, chiefly Persian, which circulates freely in spite of a prohibition against the use of foreign silver. Only a little Persian gold is seen, but various Persian coins make up the bulk of the silver currency, namely the double Quran of 8½d, the Quran of 4½d, the half Quran of 2d, the quarter Quran of 1d and a Sittah Fulus — worth ½d. A Persian copper coin (erroneously called a Shahi) is also in use, it is worth ½d of a penny. One Persian Tuman, as will be seen is at the present time about equal to one Turkish Majdi, and there are over 50 Qrans to the Lirah, merchants' accounts however, where kept in Qrans, are kept in a fictitious Quran of which 31 4 go to the Lirah. Indian silver is current, but is occasionally seized by the authorities under the law already mentioned, Persian silver, being absolutely indispensable to the continuance of business, is never interfered with. Some English, French, and Russian

gold is in circulation. It remains to notice one more coin and that fictitious,—the Shami—which is the unit of computation in the date trade. There was once an actual coin of this name with a nominal value of 10 gold piastres, but that value, having been reduced by order of the Turkish Government after the last Russo Turkish war to gold piastres, which was less than the price of the metal it contained, it was everywhere melted down and has now altogether disappeared except from the quotations of the date market.

the date 1780. They are known as nials. The tawila or long bit is one of the so called fishhook coins. It is merely a piece of copper, shaped like a compressed Y, with some Arabic characters stamped on it. These have not been coined for several hundred years, and Al Hassa is the only place in which they are current.

The rate of exchange in the spring of 1896 was as follows—

1 hrah	..	..	..	8 rials.
1 rial	..	..	..	60 tawilas. Rs. 1-14 0.
1 tawila	..	..	..	½ anna.

For currency of Kuwait see page 41.

*Chronology*.—The Moslem day is reckoned from sunset to sunset and is divided into 24 hours, which are counted as twice 12. Sunset is reckoned as 12 o'clock, and is the fixed reckoning for each day. Twelve hours after sunset is again 12 o'clock.





	PAGES
Arabian Desert . . . . .	24
Arbil . . . . .	118, 166
'Arabistan . . . . .	17
Arab Movements . . . . .	5
Asad Lawa . . . . .	183
'Ashar Creek . . . . .	20, 21, 67
'Auhah Island . . . . .	37
'Azair . . . . .	95, 137
 B	
Babylonian Plain . . . . .	23, 24
Badrah . . . . .	27, 53
Baghdad . . . . .	3, 4, 5, 9, 12, 13, 23, 29
Baghdad —	
Country in vicinity . . . . .	32
General description . . . . .	30
Population . . . . .	47
Railway . . . . .	4, 7, 8, 11, 120
Supplies . . . . .	68, 69
Telegraphs . . . . .	122
Trade . . . . .	73
Tramway . . . . .	121
Transport . . . . .	71
Water supply . . . . .	67
Baha-ud Dhu Bey . . . . .	183
Bahmanshur . . . . .	15, 17
Balavanvand . . . . .	89
Bakhtiari . . . . .	89, 114
Balavireh . . . . .	80
Balkans . . . . .	5

Bandar 'Abbas . . . . .	115
Bandar Ma'shur—	
Camping ground . . . . .	91
Water supply . . . . .	68
Bandar Nasiri . . . . .	119
Bandar Shuwaikh . . . . .	41
Band i Qor . . . . .	169
Banah . . . . .	80
Bani Hasan . . . . .	29
Bani Lam . . . . .	52, 86
Bani Malik . . . . .	55
Bani Rabi'ah . . . . .	61
Bani Sahih . . . . .	62
Bani Turuf . . . . .	62
Ba'qubah . . . . .	33, 62, 97, 122
Barsim . . . . .	15
Basrah . . . . .	5, 6, 7, 8, 10, 14, 16, 19, 22, 23, 24, 26,
Basrah— . . . . .	27, 35
Administration . . . . .	112
Anchorage . . . . .	107
Camping grounds . . . . .	91
Country in vicinity . . . . .	21
Landing facilities . . . . .	107
Population . . . . .	47
Storehouses . . . . .	21
Supplies . . . . .	69
Telegraphs . . . . .	122
Trade . . . . .	72
Transport . . . . .	70
Water supply . . . . .	21, 67
Wilayat . . . . .	112

## PAGE.

Batin . . . . .	37
Bawiyeh tribe . . . . .	47
Baznui . . . . .	45
Bin Sa'ud . . . . .	9, 10
Bombay-Persia S. N. Coy. . . . .	73
Bubiyan Island . . . . .	8, 33, 34, 37
Bucknall Brothers—steamer line . . . . .	73
Bulgurlu . . . . .	120
Bushire . . . . .	1, 39, 115
Buraidah . . . . .	10
Burujrd . . . . .	69

## C

Camping grounds . . . . .	90
Challan . . . . .	45
Chasib Shaikh . . . . .	181
Chronology . . . . .	193
Climate of Mesopotamia . . . . .	43
" Arabistan . . . . .	44
" Kuwait . . . . .	42
Committee of Freedom and Accord . . . . .	5
Communications . . . . .	117
Currency—Kuwait . . . . .	41
" Mesopotamia . . . . .	191
" Hasa . . . . .	193

## D

Dabba Island . . . . .	16
Dahana . . . . .	37
Damascus . . . . .	165
Darrch-i Khazinch . . . . .	119

## PAGE

Dawasir	.	.	.	.	.	15
Deh Duz	.	.	.	.	.	45
Dih Mulla	.	.	.	.	.	107
Dhafir	.	.	.	.	.	60
Di'ajji Creek	.	.	.	.	.	113
Dirakvand	.	.	.	.	.	89, 114
Dirhamiyah	.	.	.	.	.	22, 23
Diwaniyah	.	.	.	.	.	24, 25, 29, 118
Diyalah	.	.	.	.	.	33
Diz	.	.	.	.	.	17
Dizful	.	.	.	.	.	19, 20, 45
Djavid Pasha	.	.	.	.	.	182
Dohah	.	.	.	.	.	9, 170
Dohat Ahu Tali	.	.	.	.	.	111
Dohat Kadhamah	.	.	.	.	.	39, 111
Duhhee Islands	.	.	.	.	.	2
Durraji	.	.	.	.	.	59
Duwairij	.	.	.	.	.	53

## E

Euphrates	.	.	.	.	.	3, 12, 13, 21, 23, 24, 26, 27, 29
.. Navigation of					.	104
Ezra's Tomb ('Azair)	.	.	.	.	.	95, 103, 137

## F

Faiakah Island	.	.	.	.	.	37, 38
Faiyeh	.	.	.	.	.	18, 122
Fati Lurs	.	.	.	.	.	89, 114
Fallahuyeh	.	.	.	.	.	113
Fallujah	.	.	.	.	.	24, 33

## PAGE

Fao	.	.	.	.	.	6, 7, 8, 14, 15, 33, 34
" anchorago	.	.	.	.	.	109
" landing facilities	.	.	.	.	.	109
" water supply	.	.	.	.	.	67
<b>G</b>						
Gardalan	.	.	.	.	.	21
Gendarmerie, Persian	.	.	.	.	.	87
Ghadhiban bin Banayah, Shaikh	.	.	.	.	.	54, 183
Gharaf, Shatt-al <i>see</i> Has, Shatt al	.	.	.	.	.	
Glossary of words	.	.	.	.	.	184
Gray, Mackenzie & Co.	.	.	.	.	.	73
Great Zab	.	.	.	.	.	118
Gurmat 'Ali	.	.	.	.	.	21, 27
Gwadar	.	.	.	.	.	4
<b>H</b>						
Hasar	.	.	.	.	.	37
Hasar Channel	.	.	.	.	.	1, 2, 15, 16, 17, 18, 19
Has, Shatt al-	.	.	.	.	.	102
Hail	.	.	.	.	.	6, 9, 10
Halabjah	.	.	.	.	.	80
Hamar Lake	.	.	.	.	.	106
Hamidiyah	.	.	.	.	.	106
Hammar	.	.	.	.	.	60
Hanzal, Shaikh	.	.	.	.	.	181
Hasn	.	.	.	.	.	9, 10
Hasan (Bani)	.	.	.	.	.	29
Hawizeh	.	.	.	.	.	53, 60, 62, 113
Hillah	.	.	.	.	.	24, 25, 28
Hindiyan River	.	.	.	.	.	107
Hindiyah Barrage	.	.	.	.	.	5, 24, 25, 28, 30

	PAGE
Hindiyah Canal . . . . .	30
Hindiyah . . . . .	113
Husam-ud-Din Pasha . . . . .	183
Hofuf . . . . .	11
Husainiyah Canal . . . . .	25, 30
Husain, Mosque of— . . . . .	30

## I

Ibn Rashid . . . . .	8, 9, 10, 37, 40, 183
Idarah Nahriyah . . . . .	95
Imperial Ottoman Bank . . . . .	72, 74
'Iraq, Political situation in . . . . .	3
'Iraq-i-'Arabi . . . . .	12
Irrigation . . . . .	5, 25
'Isa Canal . . . . .	13
Ismail Haqqi Bey . . . . .	133

## J

Jabel Manifah . . . . .	37
Jahal Sinam . . . . .	35, 37
Jahalah . . . . .	102
Jahrab . . . . .	40, 41, 42
Jarrahi lands . . . . .	48, 113
Jarrahi River . . . . .	107
Jazirah . . . . .	12
Jazirat Qurain . . . . .	111

## K

Ka'ab tribe . . . . .	48
Kalda Polat . . . . .	15
Kadhamah Ray . . . . .	39, 111
Kadhimaia . . . . .	4, 121

## PAGE.

Karbala	.	.	.	.	4, 25, 26, 50
Karkheh	.	.	.	.	17, 23, 26
Karun	.	.	.	.	13, 15, 17, 18, 19
Khafajiyeh	.	.	.	.	62
Khairabad	.	.	.	.	53
Khalafabad	.	.	.	.	107
Khamisiyah	.	.	.	.	21
Khanduq Creek	.	.	.	.	20
Khanqin	.	.	.	.	108
Khasraj tribe	.	.	.	.	55
Khuzal, Sheikh	.	.	.	.	181
Khaza'il tribe	.	.	.	.	52
Khazam village	.	.	.	.	180
Khor 'Abdullah	.	.	.	.	6, 33, 34
Khor al Amaya	.	.	.	.	14, 17
Khor al Kafsa	.	.	.	.	14
Khor-as Subiyah	.	.	.	.	34, 36, 38
Khor Sabiyah	.	.	.	.	34
Khor Salas	.	.	.	.	34
Khor Zubair	.	.	.	.	10, 34, 35
Khurramabad	.	.	.	.	89
Kifl	.	.	.	.	105, 106
Kifti	.	.	.	.	118, 165
Kirkuk	.	.	.	.	118, 165
Kirmanshah	.	.	.	.	26
Konah	.	.	.	.	120
Kubbar	.	.	.	.	37
Kufah	.	.	.	.	106
Kuhgalus	.	.	.	.	50, 114
Kurdistan	.	.	.	.	5

Kut	.	.	.	26, 27
Kut al Amarah	.	.	.	26, 48, 49
Kut al Khalifah	.	.	.	60
Kut Nahr Hashim	.	.	.	62
Kuwait	.	.	.	5, 6, 7, 8, 9, 11, 21, 33, 37, 38

## Kuwait—

Administrator	.	.	.	41
Anchorage	.	.	.	110
Bay	.	.	.	6, 33, 36, 37
Climate	.	.	.	42, 43
Currency	.	.	.	41
Defences	.	.	.	87
Hartour	.	.	.	7, 33, 36, 37, 110
History	.	.	.	5
Landing facilities	.	.	.	110
Population	.	.	.	39
Sheikh of	.	.	.	4, 6, 8, 10, 16, 34, 36, 182
,, Turkish intrigues with	.	.	.	4
Supplies	.	.	.	40
Trade	.	.	.	42
War organization	.	.	.	85
Water supply	.	.	.	41

## L

Lam (Bani)	.	.	.	.	52, 83
Language of Mesopotamia	.	.	.	.	64
Lawaimi	.	.	.	.	50
Lingeh	.	.	.	.	115

	PAGE
Muntafik	5 23 27, 29, 85
Musaiyib	25 28
Musal	118, 122, 165
Musallamiyah Island	37
Mutawa	16

**N**

Nahr al 'Ashar	20
Nahr 'Isa	13
Najat	24, 25, 29
Najd	6, 9, 10, 22, 40
Najd--Amirs of	6, 7, 41
Nasiriyah	21, 25, 27
Nasir Pasha	27
Navigation of Tigris	101
"    " Euphrates	104
"    " Karun	106, 119
Nizam us Sultanah	90, 181
Nta'	37

**O**

'Omfan	4
'Oqnir	9 11
Ottoman Bank	32
Ottoman Empire	6

**P**

Pahreh	• • • •	45
Pa i Pul	• •	53
Panjvin	• • • •	80
Pasvel	• • •	80

Population of Kuwait . . . . .	PAGE.
" " Mesopotamia and Arz. Estat . . . . .	39
Fusht-i-Kuh . . . . .	40
Fusht-i-Kuh—Wak'at . . . . .	39, 40, 182
Q	
Qalat Sabib . . . . .	20
Qaleh Bagdad . . . . .	20
Qarun . . . . .	41
Qisabah . . . . .	37
Qashqai . . . . .	13
Qasimi . . . . .	30
Qatar . . . . .	10
Qatif . . . . .	4, 9, 170
Qumrah . . . . .	6, 9, 11 13, 20, 21, 24, 25, 26, 27
R	
Rabi'ah (Buddi) . . . . .	61
Radif . . . . .	37
Ras ut Tujjar, Maji . . . . .	181
Ramuz . . . . .	70, 71
Ras al Ardh . . . . .	39, 110
Ras al 'Ajuzah . . . . .	38, 41, 110
Ras al Bisha . . . . .	14
Ras al Qaid . . . . .	33, 34
Ras Ashraji . . . . .	111
Ras Kadhamah . . . . .	111
Ras'l I, Ibn . . . . .	8, 9, 10, 37, 40, 183
Rehboon, Clallein . . . . .	40

## PAGE.

Telegraphs . . . . .	122
Telephones . . . . .	122
Tigris . . . . .	3, 12, 13, 23, 24, 26
Tikrit . . . . .	118
Trade of Mesopotamia . . . . .	72
Tramways—Baghdad . . . . .	121
Transport . . . . .	70
Trucial Coast . . . . .	4
Turco-Persian Boundary . . . . .	14
Turuf (Bani) . . . . .	63

## U

Ulukshla . . . . .	120
Umm-al Maradim . . . . .	37
Umm ul Khasif . . . . .	103
Umm Qasr . . . . .	6, 8, 21, 33, 34, 35, 36, 37
Landing facilities . . . . .	109

## W

Water supplies . . . . .	67
Wahabi . . . . .	9
Wall of Baghdad . . . . .	6, 10
Warbah . . . . .	8, 16, 33, 34, 37
Water supply . . . . .	67
Weights . . . . .	189
West Hartlepool S. N. Coy. . . . .	73
Wireless telegraphs . . . . .	122

## Y

Yusuf-bin Ibrahim . . . . .	30
-----------------------------	----

Zakhmijah	2
Zor Hills	.
Zorbatiyah	.
Zobaid tribe	.
Zubair	.
Zubair—Shaikh of	.

M. Durr, Esq.—V.S. 21, 1908—P. 15—800.—M.D.



